

Calgary



2024 Perceptions of Mobility Research Survey

Final Report

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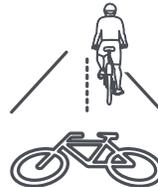


Research highlights

CYCLISTS AND PEDESTRIANS TEND TO BE MORE SATISFIED THAN DRIVERS WITH THE NETWORKS THEY USE TO TRAVEL



54%
of pathway users are satisfied with pathway maintenance (5-6 on 6-point scale)



42%
of cyclists are satisfied with bike lane/cycle track maintenance (5-6 on 6-point scale)



49%
of pedestrians are satisfied with sidewalk maintenance (5-6 on 6-point scale)



23%
of drivers satisfied with roadway maintenance (5-6 on 6-point scale)

FOUR IN TEN AGREE IT IS EASY TO TRAVEL WITHIN CALGARY, BUT ONE-HALF OF DRIVERS THINK CONGESTION IS AN ISSUE

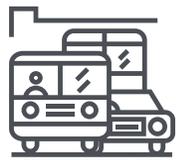
MAJORITIES AGREE THERE ARE ENOUGH SIDEWALKS AND PATHWAYS WHERE THEY LIVE



43%
find it easy to travel from place to place within Calgary



76%
agree there are enough sidewalks in their neighbourhood



49%
of drivers agree traffic congestion is a real problem within Calgary



62%
of pathway users agree there are enough of these paths in their neighbourhood

Key findings

Nearly all Calgarians use city and neighbourhood streets in some capacity at least once per week, with 94 per cent driving on city streets, 81 per cent using sidewalks on city streets, 62 per cent walking on dedicated pathways along city streets and 53 per cent walking on dedicated pathways. Fewer residents use dedicated bike lanes, cycle tracks or pathways (17%) and dedicated pathways in parks (13%) at least once per week.

- There may be some seasonality effects with the usage of bike lanes and pathways, as this survey was conducted in the winter months when there was snow on the ground.
- Racialized, Indigenous and lower-income Calgarians are less likely to rely on private vehicles and roadways to get around every day.
- Four in ten (43%) Calgarians find travelling around the city to be easy, including 16% who find it to be very easy. However, 10% express difficulty getting around Calgary. Men, older residents and non-racialized Calgarians are most likely to find it easy to get around the city.

Overall, one-quarter of Calgary drivers (23%) are satisfied with how city streets are maintained and operated, with a similar proportion (23%) expressing dissatisfaction.

- Those born outside Canada and those who are relatively new to the city are most likely to be satisfied with street and road maintenance compared to those who were born in Canada and those who have lived in the city for a long time.
- When thinking about main roads and collector roadways, drivers are most satisfied with how reliable street lights are (60%) and their brightness (58%). They express the lowest levels of satisfaction with the condition of back lanes and alleyways (18%), and the time it takes to repair potholes (13%).
- When thinking about neighbourhood streets, drivers show high satisfaction with similar aspects to main and collector streets. However, drivers expressed the lowest satisfaction with snow and ice control (13%).
- Six in ten drivers (59%) believe The City should find more money to improve roadway surfaces, with slightly more than one-half (54%) agreeing there should be increased funding for the pavement program.

Key findings (continued)

More than four in ten regular cyclists (42%) are satisfied with the condition of dedicated bikeways on city streets, while one in ten (9%) express dissatisfaction

- Men and those between the ages of 35 and 54 are more likely to be satisfied with the condition of dedicated bikeways, while those who have a physical or mobility-related disability are more likely to be dissatisfied.
- Nearly one-half of cyclists (45%) are satisfied with traffic signals on dedicated bikeways, with slightly fewer satisfied with street lighting and pavement markings (43% each).
- Two-thirds of cyclists (67%) agree they feel safer using bike lanes when there are physical barriers that keep cars and bikes separated, and 62 per cent indicate they are more likely to cycle if a route has a separate pathway or bikeway. Four in ten (42%) cyclists agree the pavement on bike lanes and cycle tracks is free of debris, with a similar proportion (40%) agreeing the cycling network is well connected. However, fewer cyclists (23%) believe that snow and ice control on these pathways is sufficient.

Nearly one-half who use sidewalks on city streets (49%) are satisfied with them, while one in ten (9%) are dissatisfied with the condition of sidewalks.

- Those who have a physical or mobility-related disability (17%) are much more likely to be dissatisfied with the state of sidewalks in the city. Older residents and those with lower incomes are also less likely to express satisfaction with sidewalks.
- About half of pedestrians are satisfied with traffic signals (52%) and street lighting (51%), with a similar proportion satisfied with pedestrian safety in school zones (49%). Slightly fewer are satisfied with pedestrian signage (47%).
- Pedestrians are least satisfied with snow and ice control at sidewalk crossings (21%) and accessibility for crossings when construction is underway (20%).
- Three-quarters of pedestrians (76%) agree there are enough sidewalks where they live. However, only four in ten (39%) agree The City does a good job of providing safe conditions for pedestrians, and 37 per cent agree The City should remove snow from walkways between houses.

Key findings (continued)

More than one-half of Calgary residents are satisfied with the condition of pathways in the city (55%), while very few (5%) are dissatisfied.

- The proportion of those who are dissatisfied with pathways rises to 19 per cent for those with a physical or mobility-related disability, as well as with older and lower-income residents who are less likely to be satisfied with pathways.
- Nearly one-half are satisfied with the visibility (49%), signage (47%) and accessibility (46%) and pavement condition along city pathways, while fewer are satisfied with lighting (32%) and snow and ice control (20%).
- Nearly two-thirds agree there are enough pathways in their neighbourhood (63%) and more than half agree they feel safe using them (55%). However, 54 per cent believe The City should clear more of pathways in the winter.

When it comes to most elements of transportation and mobility, overall Calgarians feel they receive excellent or good value for their money.

- More than two-thirds of Calgarians feel they get excellent or good value for the money that The City spends on the condition of signs and road markings (69%).
- Slightly fewer believe they get good value for their money when it comes to their streetlight maintenance (64%), maintenance of road markings and signs (62%) and street sweeping in the spring (60%).
- The lowest proportions of residents believe that they get excellent or good value for their money when it comes to snow and ice clearing in the winter (30%), with only four in ten (40%) indicating that they get at least good value for roadway maintenance (40%).

Key findings (continued)

The overall condition of the pavement is by far the most important driver of satisfaction with roads, bike paths, sidewalks and walkways.

- Not surprisingly, how Calgarians perceive surface conditions has the greatest bearing on whether they are satisfied with the different elements of the mobility network. However, there are some slight nuances within this, as pavement condition is most vital for satisfaction with main and collector roads, whereas fixing potholes quickly matters most when it comes to satisfaction with neighbourhood streets.
- Snow and ice control also matter a great deal for both types of roads, as well as for pathways. For sidewalks, this type of maintenance also drives satisfaction in the context of ensuring pedestrian bridges and stairs are well-maintained. There is likely a seasonal element to this given that the survey was conducted in December, during a fairly snowy period.
- Traffic signals are also a secondary driver of satisfaction for main/collector roadways, bike lanes and sidewalks, but they play no significant role in satisfaction with neighbourhood streets.

Conclusions/recommendations

Continuing to focus on improving surface conditions and potholes should help increase satisfaction with street maintenance. However, it may be somewhat challenging to convince residents to invest new tax dollars into this.

- Compared to others, drivers are least satisfied with the condition of streets and roads in Calgary. Fewer than three in ten are satisfied with the condition of the pavement and snow and ice control – and only slightly more than one in ten are satisfied with how quickly potholes are repaired. After a challenging pothole season, these complaints appear to remain top-of-mind for city drivers.
- Unfortunately, these areas of relatively low satisfaction also have the greatest bearing on overall satisfaction with main/collector roadways and neighbourhood streets. Therefore, visible efforts The City makes to improve roadway surfaces and quickly fix potholes should improve overall satisfaction scores. The driver analysis also reveals that addressing potholes quickly may be more important on neighbourhood streets, as these issues may be more frustrating for drivers as they drive the so-called “last mile” to and from their home.
- Residents, however, may somewhat resist the idea of raising dedicated funds to fix streets. While six in ten think The City should find more money to improve surface conditions on roadways, only one in five support a small property tax increase for this purpose. The City will need to convince residents that either a tax increase is the only source of potential funds for this purpose or find another way to pay for these improvements.



Conclusions/recommendations

While residents are generally happy with active transportation conduits, those who have a physical or mobility-related disability tend to be less satisfied – suggesting improvements in accessibility may be needed.

- Although the difference in scores is not dramatic, those with a physical or mobility-related disability consistently rated higher levels of dissatisfaction with bike lanes, sidewalks and cycling/walking pathways. This makes intuitive sense, but it points to a potential ongoing area of improvement for Mobility.
- Accessibility is a strong driver of satisfaction with pathways, in particular. Seeking more input from those with a physical or mobility-related disability (as well as those who have someone in their household with this type of disability) may help better inform The City on what specific types of improvements need to be made that would increase satisfaction with these methods of getting around. One particular area of concern may be winter maintenance, as fewer than one-quarter currently agree pathways are well-maintained in winter.



Background and methodology

Background

The City of Calgary's Mobility business unit wanted to better understand Calgarians' views on getting around The City using roadways, sidewalks and pathways. This understanding included measuring frequency, satisfaction and priorities among drivers, cyclists and pedestrians.

Methodology

The survey was conducted by Probe Research from November 30 to December 30, 2024 with a random and representative sample of n=2,000 Calgarians 18 years and older via telephone. The average time to complete the survey was 20 minutes.

The survey was conducted with completions from both cellphones (70%) and landlines (30%) to obtain a random and statistically representative sample of Calgarians.

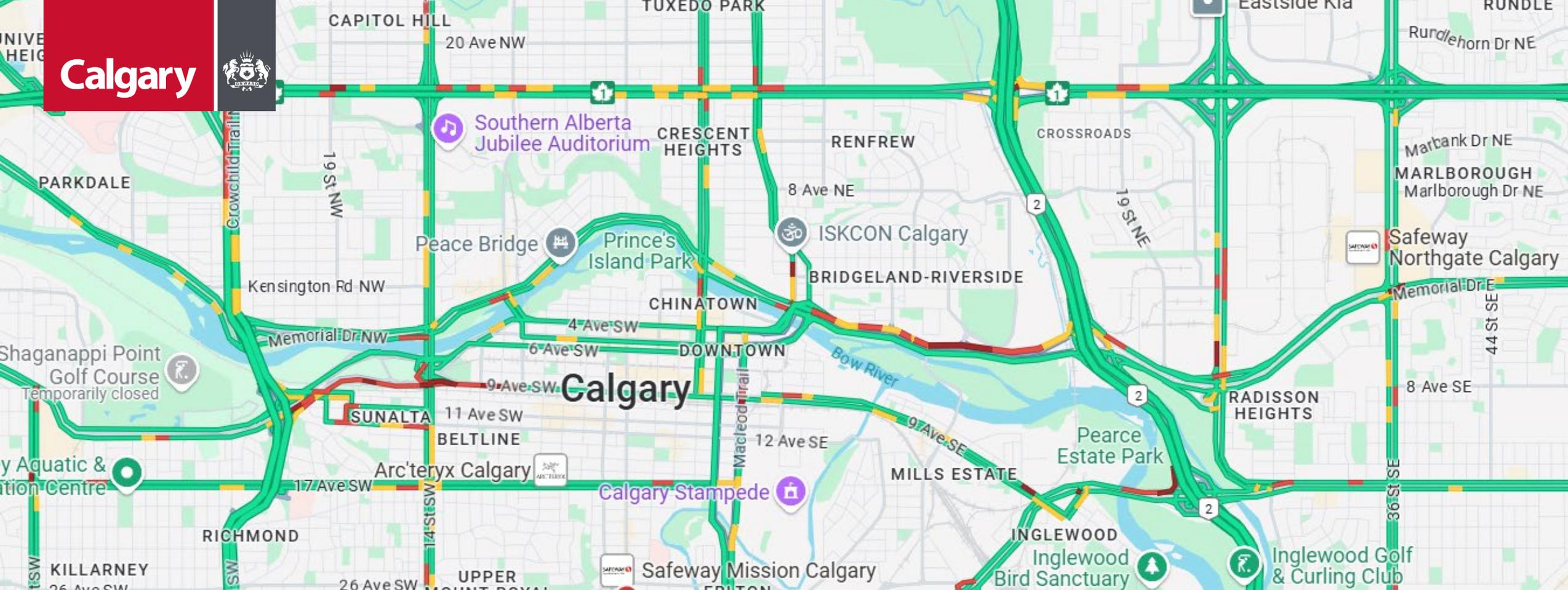
The margin of error (MOE) for the total sample of n=2,000 is ± 2.19 percentage points, 19 times out of 20.

To ensure the data was gathered from a representative group of Calgarians, sample quotas were set by gender and city quadrant of the general population aged 18 and older. In addition, an oversampling of those who identify as Indigenous (n=100), Racialized (n=828), those with a physical or mobility-related disability (n=200), those from 2SLGBTQIA+ communities (n=140) and those from low-income households (n=536, <\$60K) were applied. For a detailed summary each group, please refer to page 93.

Data were weighted based on the 2021 Federal Census for age, gender and city quadrant. Although the results are weighted, sample size for each question represents the number of actual respondents (i.e., unweighted n).

The results shown in this report are for the closed-ended questions in the survey. Totals in this report may not add up to exactly 100% due to rounding. Results of <3% are not shown in the graphs. A driver analysis (shown later in this report) measures the relationship between responses to different questions. These results are expressed as a decimal point (e.g. .100) as opposed to a percentage because this is typically how these results are shown.

Calgary

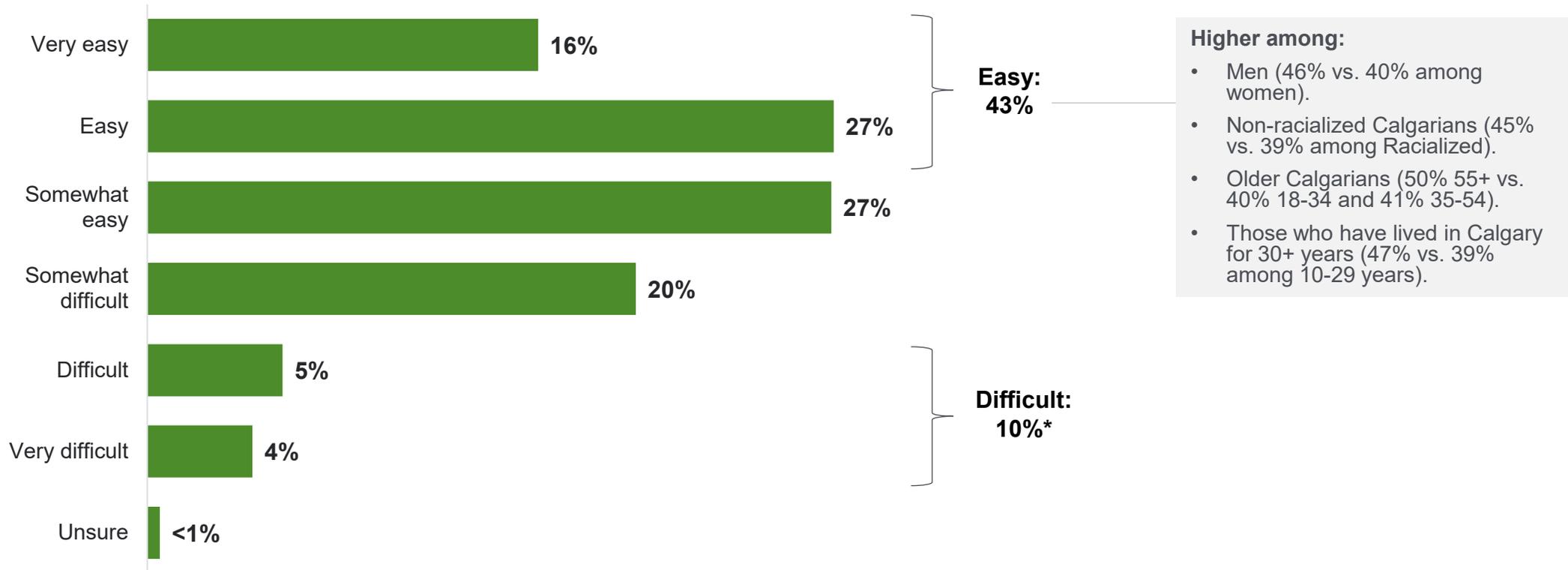


Ease of mobility



Perceived ease of travelling around Calgary

Four in ten (43%) Calgarians find travelling around the city to be easy, including 16 per cent who find it to be very easy. A further one in ten, however, expressed difficulty getting around Calgary (10%).



*rounding

Q1. Using a scale where a 1 means it's very difficult and a 6 means it's very easy, how easy or how difficult would you say it is to travel from place to place within Calgary?
 Base: Valid respondents (n=2,000)

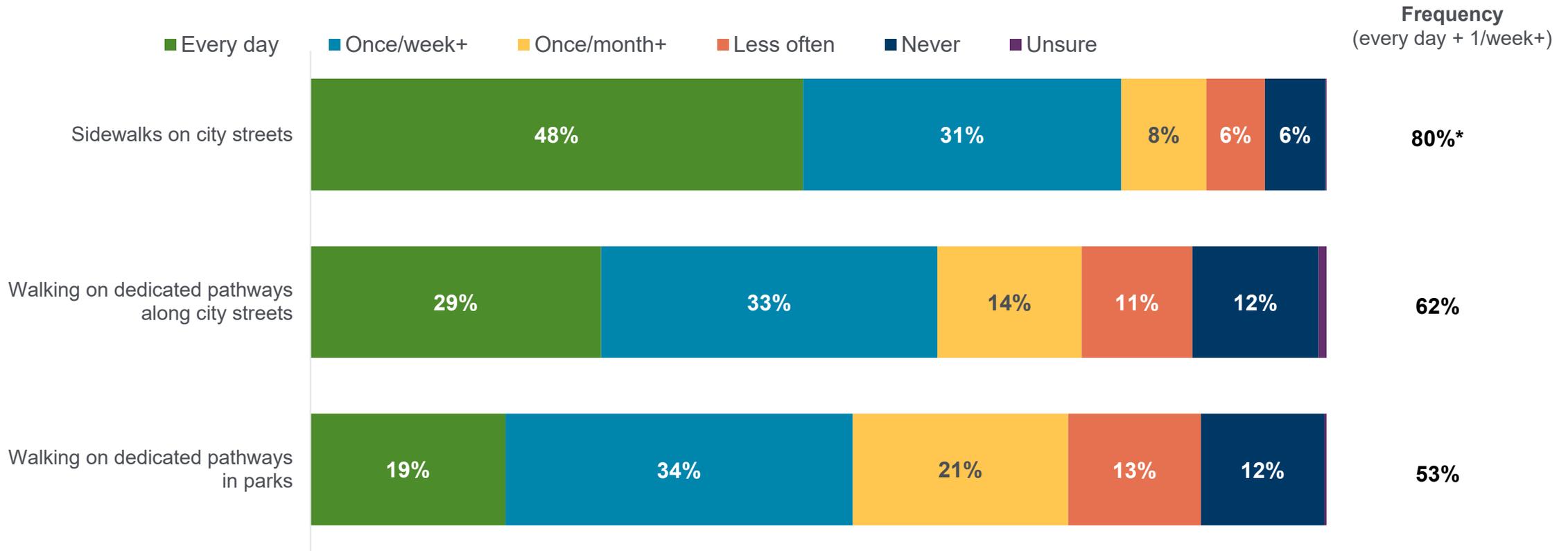


Transportation modes and frequency of use



Frequency of use of transportation methods: walking

More than eight in ten (80%) walk on sidewalks at least once per week. About six in ten (62%) walk on dedicated pathways on city streets at least once per week, with slightly fewer (53%) doing so on pathways that run through parks.



*rounding

Mentions of <3% are not shown

Q2. For each of the following, can you please tell me how often you use this method to get around Calgary? Do you use these...
 Base: Valid respondents (n=2,000)



Frequency of use of transportation methods

Variations by sub-group



Those most likely to **use sidewalks on city streets every day** include:

- Those in the Southwest (57% vs. 44% Southeast and 43% Northeast).
- Women (51% vs. 46% among men).
- Renters (53% vs. 47% among homeowners).
- Young adults (53% 18-34 and 50% 35-54 vs. 41% 55+).
- Those from higher income households (55% \$120K+ vs. 44% \$60K-\$119K).
- Those who do not have a disability (50% vs. 37% among those with a disability)



Those most likely to **walk on dedicated pathways in parks every day** include:

- Those with no children at home (21% vs. 16% among those with children).
- Young adults (25% 18-34 vs. 17% 35-54 and 15% 55+).
- Those who identify as 2SLGBTQIA+* (33% vs. 18% among non-2SLGBTQIA+).



Those most likely to **walk on dedicated pathways along city streets every day** include:

- Those in the Southwest (34% vs. 25% among those in the Southeast).
- Renters (33% vs. 27% among homeowners).
- Racialized Calgarians (32% vs. 27% among non-Racialized).
- Young adults (36% 18-34 and 28% 35-54 vs. 21% 55+).
- Those who have lived in Calgary for <30 years (34% <10 years and 31% 10-29 years vs. 24% 30+ years).
- Those with no disability (30% vs. 17% among those with a disability).
- Those who identify as 2SLGBTQIA+* (45% vs. 27% among non-2SLGBTQIA+).

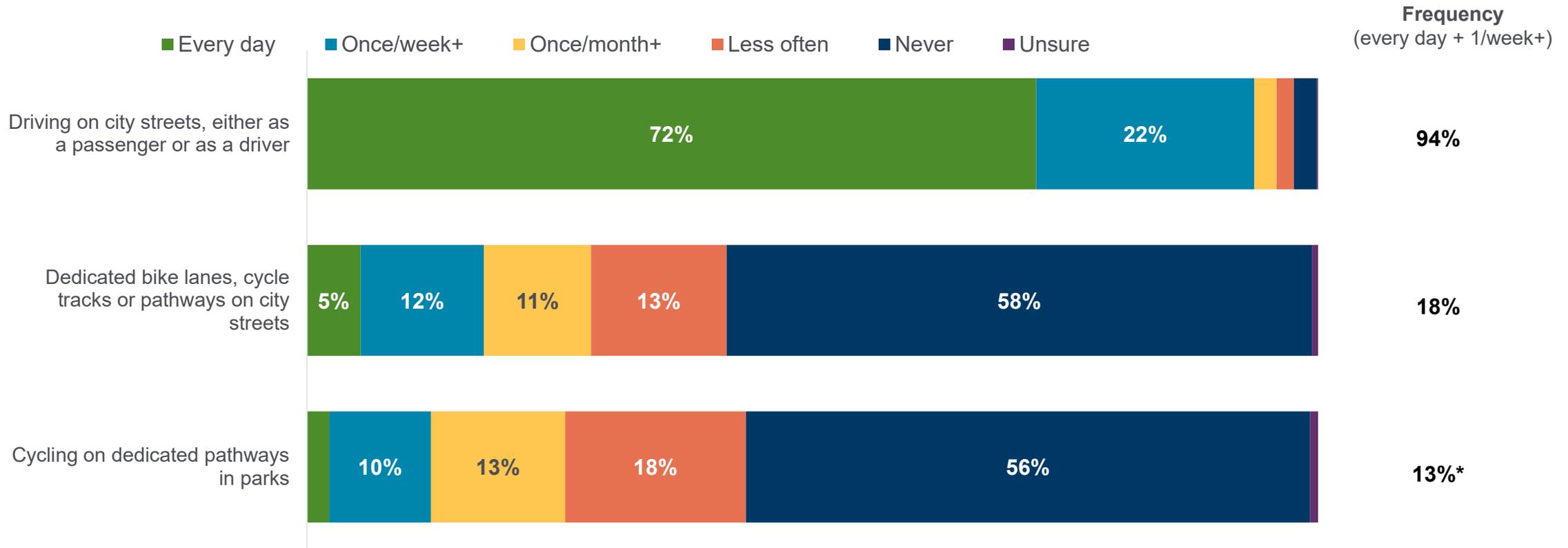
*Two-Spirited, Lesbian, Gay, Bisexual, Transsexual, Queer, Intersex or Asexual

Q2. For each of the following, can you please tell me how often you use this method to get around in Calgary? Do you use these...
Base: Valid respondents (n=2,000)



Frequency of use of transportation methods: wheeling

Nearly all Calgarians (94%) drive on city streets at least once per week, including more than seven in ten (72%) who do so daily. Fewer than one in five (18%) ride on dedicated bike lanes, cycle tracks or pathways on their bicycle once per week or more, while slightly more than one in ten ride a bicycle on a dedicated pathway in a park (13%).



*rounding

Mentions of <3% are not shown

Q2. For each of the following, can you please tell me how often you use this method to get around Calgary? Do you use these...
Base: Valid respondents (n=2,000)

Frequency of use of transportation methods

Variations by sub-group



Those who are most likely to **drive on city streets, either as a passenger or as a driver every day** include:

- Those in the Southeast (79% vs. 69% each among those in the Southwest and Northeast).
- Men (75% vs. 70% among women).
- Homeowners (77% vs. 61% among renters).
- Those with children at home (84% vs. 65% among those without children).
- Non-Indigenous Calgarians (73% vs. 59% among Indigenous).
- Non-Racialized Calgarians (74% vs. 67% among Racialized).
- Those born in Canada (75% vs. 66% among those born outside of Canada).
- Middle-aged Calgarians (83% 35-54 vs. 66% 18-34 and 64% 55+).
- Those who have lived in Calgary for 10 to 29 years (78% vs. 61% <10 years).
- Those from middle and higher-income households (75% \$60K-\$119K and 85% \$120K+ vs. 51% <\$60K).



Those who are most likely to **cycle on dedicated pathways on city streets every day** include:

- Renters (8% vs. 4% among homeowners).
- Racialized Calgarians (8% vs. 4% among non-Racialized).
- Young adults (7% 28-34 vs. 4% 54-54).
- Those from lower-income households (8% <\$60K vs. 4% \$120K+).



Those who are most likely to **cycle on dedicated pathways in parks every day** include:

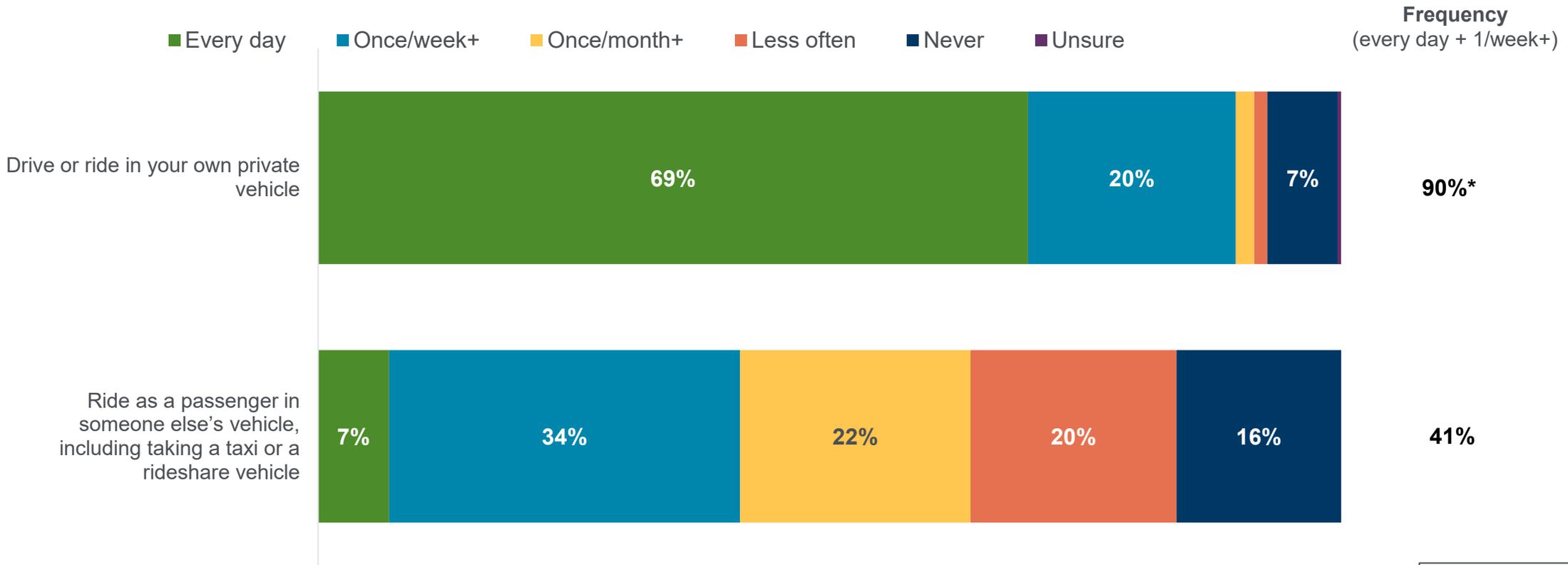
- Men (3% vs. 1% among women).
- Renters (4% vs. 2% among homeowners).

Q2. For each of the following, can you please tell me how often you use this method to get around in Calgary? Do you use these...
Base: Valid respondents (n=2,000)



Frequency of using vehicles on city streets

Nearly nine in ten (90%) drive their own vehicle to get around city streets, including seven in ten (69%) who do so daily. Four in ten (41%) ride as a passenger in someone else's vehicle, including a taxi or rideshare vehicle, at least weekly.



*rounding

Mentions of <3% are not shown

Q3. And how often do you do the following when you drive on city streets? Let's use the same time frame.
Base: Those who drive on city streets (n=1,957)



Frequency of using vehicles on city streets

Variations by sub-group



Those most likely to **drive or ride in their own private vehicle every day** include:

- Those in the Southeast (76% vs. 68% in the Southwest and 64% in the Northeast).
- Men (73% vs. 67% among women).
- Homeowners (75% vs. 57% among renters).
- Those with children at home (82% vs. 63% among those without children).
- Non-Indigenous Calgarians (70% vs. 51% among Indigenous).
- Non-Racialized (71% vs. 65% among Racialized).
- Those born in Canada (72% vs. 64% among those born outside of Canada).
- Those aged 35 to 54 (79% vs. 64% 18-34 and 62% 55+).
- Those who have lived in Calgary for 10-29 years (76% vs. 57% <10 years and 68% 30+ years).
- Those from middle and higher-income households (73% \$60K-\$119K and 83% \$120K+ vs. 47% <\$60K).
- Those who do not identify as 2SLGBTQIA+* (70% vs. 56% among those who do).
- Those with no disability (72% vs. 41% among those with a disability).



Those most likely to **ride as a passenger in someone else's vehicle every day (such as a taxi or rideshare)** include:

- Renters (10% vs. 6% among homeowners).
- Racialized Calgarians (9% vs. 6% among non-Racialized).
- Young adults (9% 18-34 vs. 5% 55+).
- Those with a disability (17% vs. 6% among those with no disability).

Those who identify as 2SLGBTQIA+* are less likely to drive in a private vehicle on city streets every day (56% vs. 70% among those who do not identify as 2SLGBTQIA+).

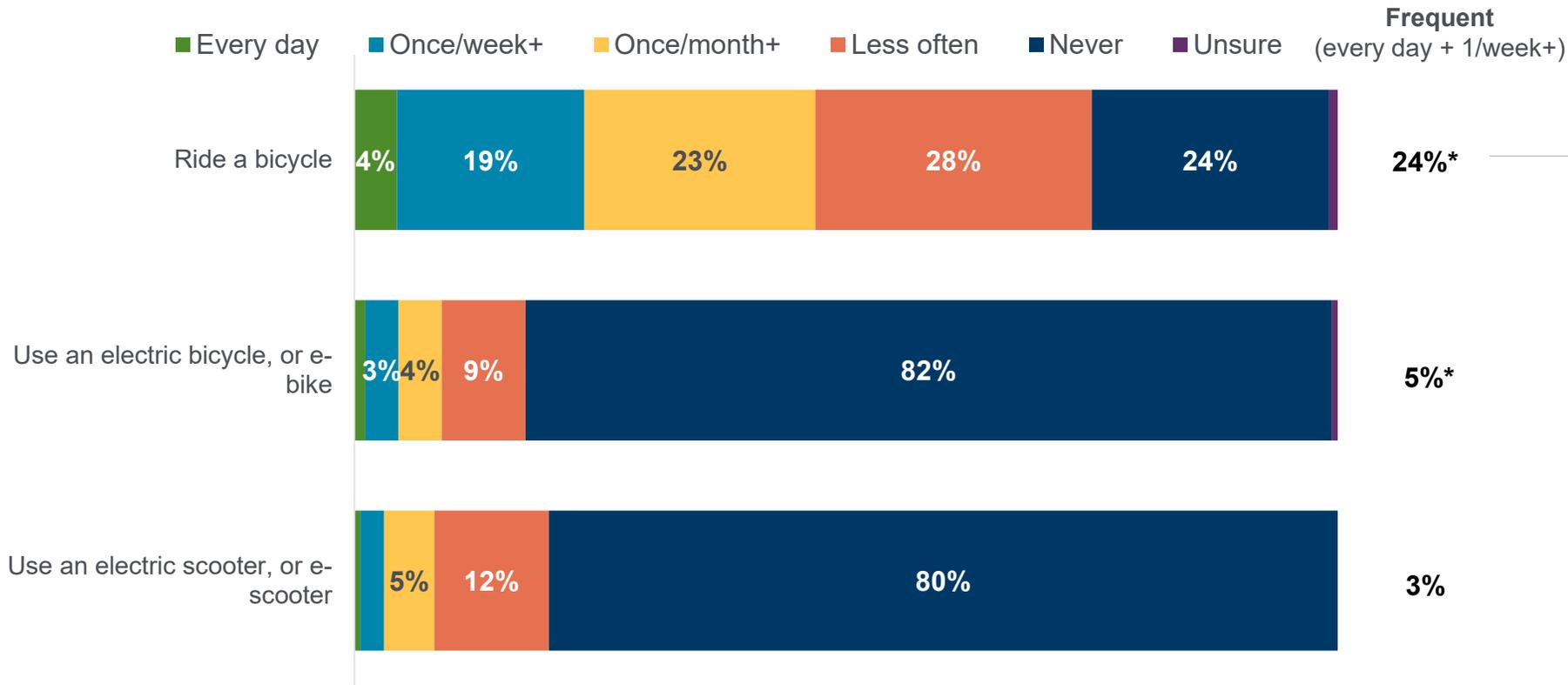
Q3. And how often do you do the following when you drive on city streets? Let's use the same time frame.
Base: Those who drive on city streets (n=1,957)

*Two-Spirited, Lesbian, Gay, Bisexual, Transsexual, Queer, Intersex or Asexual



Frequency of using bicycles/scooters on city streets

One-quarter (24%) frequently ride a bicycle on a dedicated bike lane, cycle track or pathway at least once per week, including four per cent who do so daily. Five per cent use an electric bike (e-bike) at least once per week, with just three per cent using an e-scooter this often. There may be seasonality effects as the survey was conducted in the winter months.



Those most likely to ride a bike **every day** include:

- Indigenous Calgarians (15% vs. 4% among non-Indigenous Calgarians).
- Men (6% vs. 3% among women).
- Those with no children at home (5% vs. 3% among those with children in the household).

Q4. And how often do you do the following when you use a dedicated bike lane, cycle track or pathway?
 Base: Those who use a bicycle, e-bike or e-scooter (n=1,011)

*rounding

Mentions of <3% are not shown

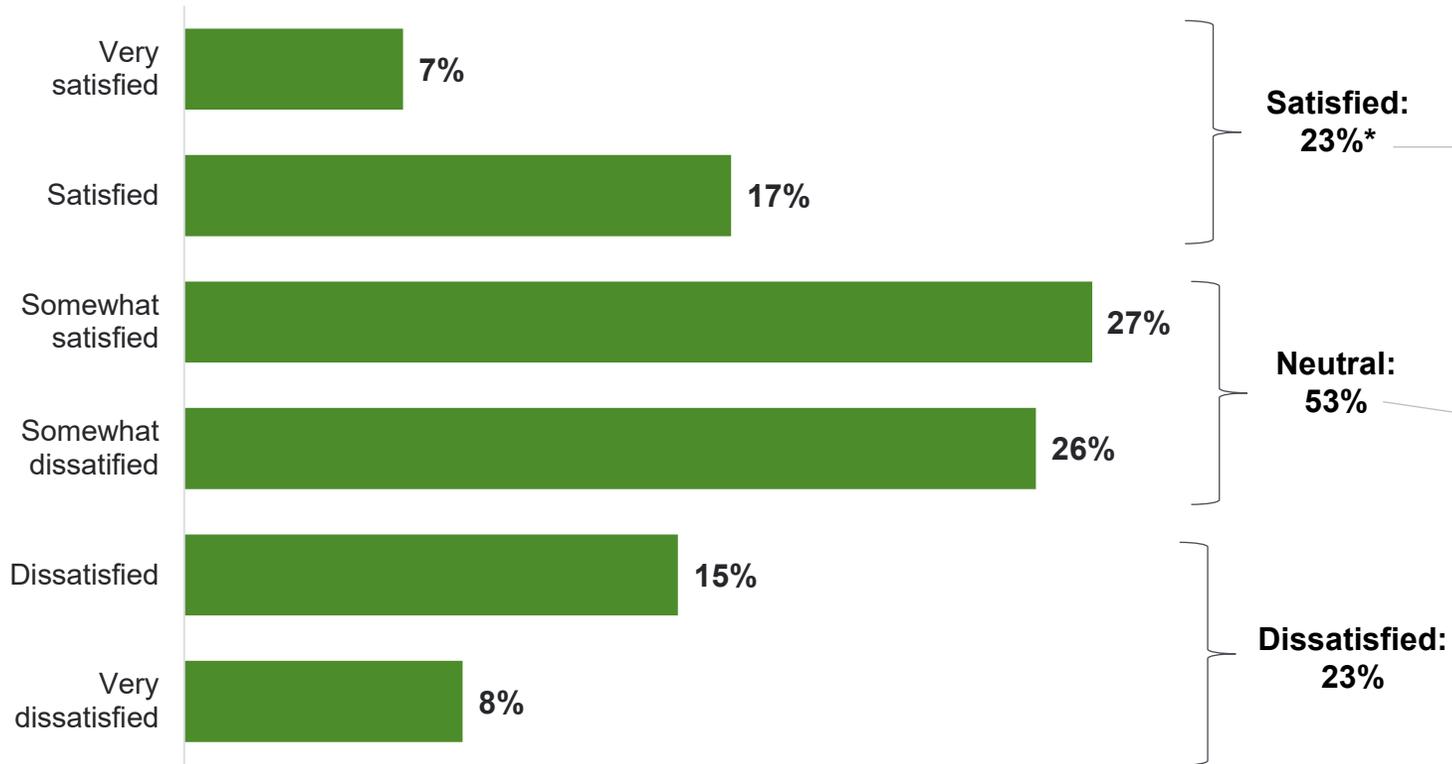


Focus on city streets



Driver satisfaction with maintenance of city streets

Overall, one-quarter of Calgary drivers (23%) are satisfied with how city streets are maintained and operated. However, a similar proportion (23%) express dissatisfaction. The majority of those surveyed (53%) offer a neutral rating.



- Higher among:**
- Those in the Northeast (28% vs. 20% among those in the Southeast).
 - Renters (30% vs. 21% among homeowners).
 - Those born outside Canada (32% vs. 19% among those born in Canada).
 - Those who have lived in Calgary for less than 10 years (37% vs. 19% 10-29 years and 22% 30+ years).
 - Those from lower and middle-income households (31% <\$60K and 25% \$60K-\$119K vs. 18% \$120K+).

- Higher among:**
- Women (55% vs. 51% among men).
 - Non-Racialized Calgarians (55% vs. 49% among Racialized).
 - Those born in Canada (55% vs. 49% among those born outside of Canada).
 - Those who have lived in Calgary for 10-29 years (57% vs. 50% 30+ years).

*rounding

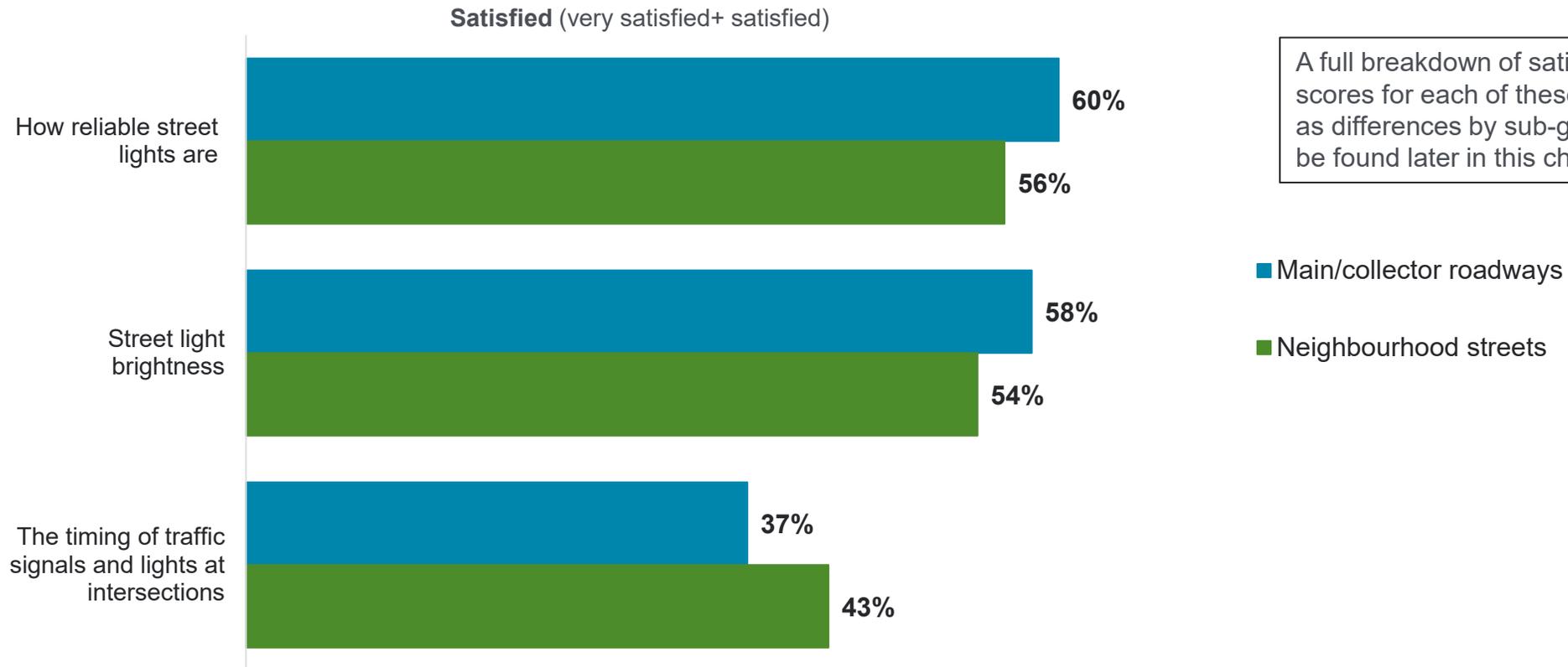
Q5. How satisfied are you with how other city streets in Calgary are maintained and operated? Let's use a 1-6 scale where a 1 means you are very dissatisfied and a 6 means you are very satisfied:
 Base: Those who drive a vehicle on city streets (n=1,957)



Satisfaction with street lighting

Main/collector roadways vs. neighbourhood streets

Drivers are slightly more satisfied with the reliability (60% vs. 56%) and brightness (58% vs. 54%) of street lights on main/collector roadways compared to neighborhood streets. However, they are slightly less satisfied with the timing of traffic signals at intersections on main roads (37% for main/collector roadways vs. 43% for neighbourhood streets).



A full breakdown of satisfaction scores for each of these, as well as differences by sub-group, can be found later in this chapter.

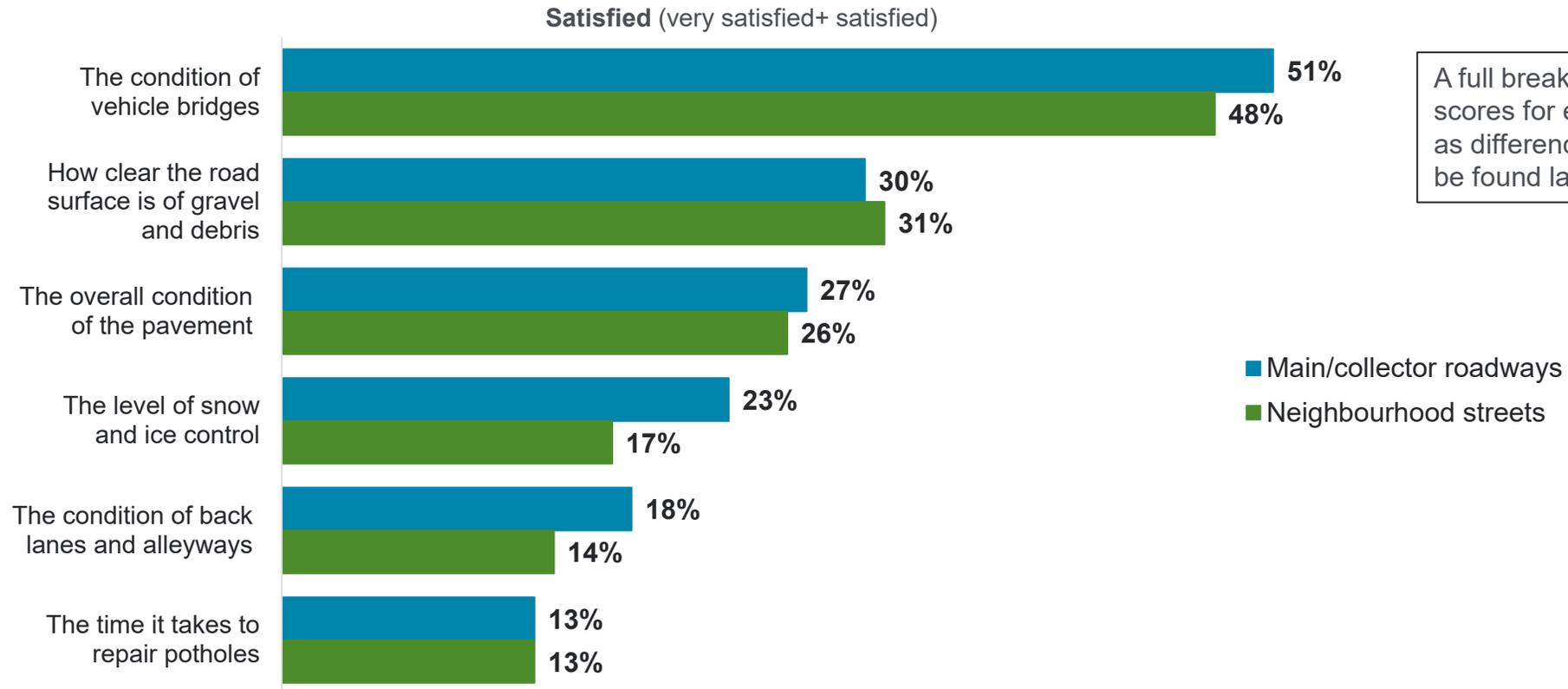
Q7. Thinking about main and collector roadways in Calgary – again, not including Deerfoot and Stoney Trails - how satisfied are you with the following aspects of these streets? Let's use the same scale. (IF ASKED: Main roads and collector roadways are larger, busier roads that handle more traffic.)
Q8. Thinking about neighbourhood streets in Calgary, how satisfied are you with the following aspects of these streets?
Base: Those who drive a vehicle on city streets (n=1,957)



Satisfaction with roadway conditions

Main/collector roadways vs. neighbourhood streets

Calgarians are slightly more likely to be satisfied with the condition of vehicle bridges on main/collector roadways (51% vs. 48% for neighborhood streets), as well as with the level of snow and ice control (23% vs. 17%) and the condition of back lanes and alleyways (18% vs. 14%) on these larger roadways.



A full breakdown of satisfaction scores for each of these, as well as differences by sub-group, can be found later in this chapter.

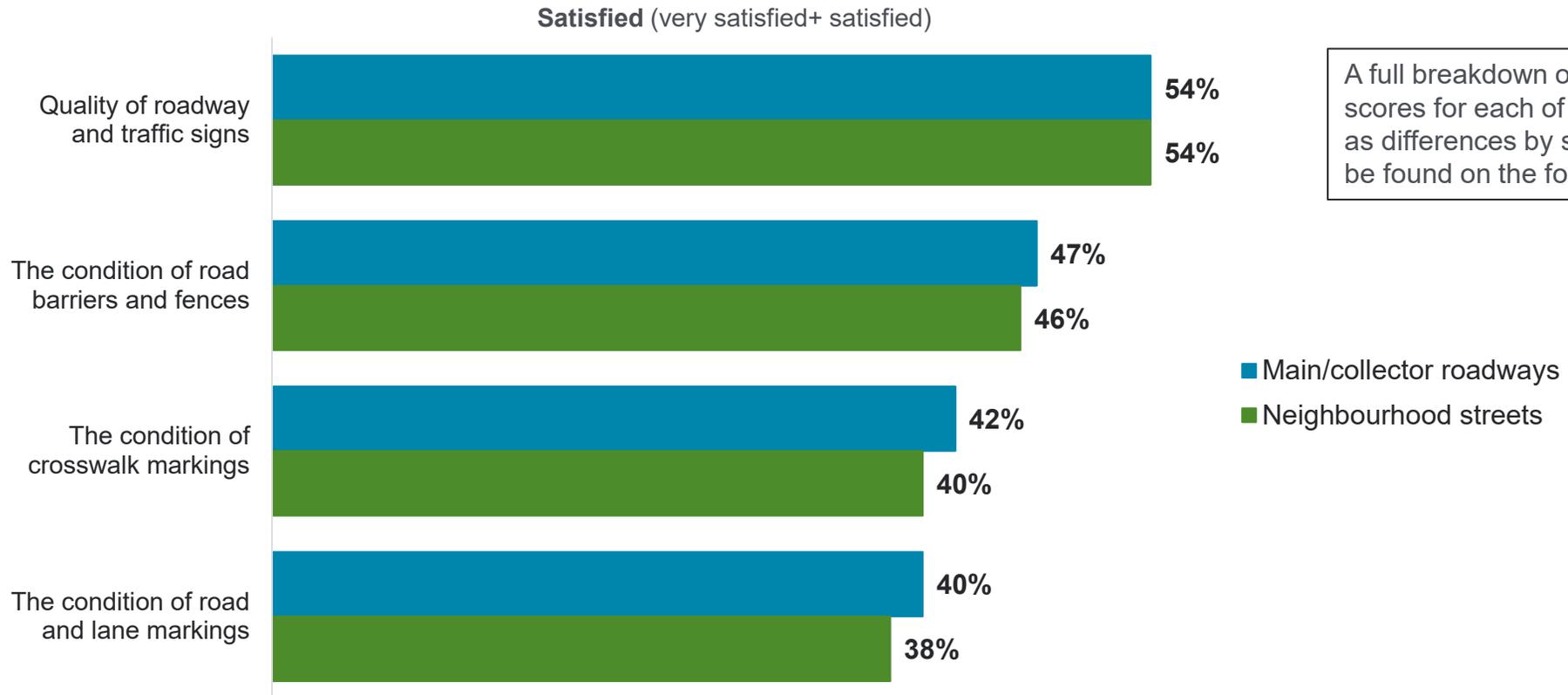
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 Q8. Thinking about neighbourhood streets in Calgary, how satisfied are you with the following aspects of these streets?
 Base: Those who drive a vehicle on city streets (n=1,957)



Satisfaction with signage and markings

Main/collector roadways vs. neighbourhood streets

There is very little difference regarding how Calgarians feel about traffic signs, markings and road barriers on main/collector roadways versus neighbourhood streets.



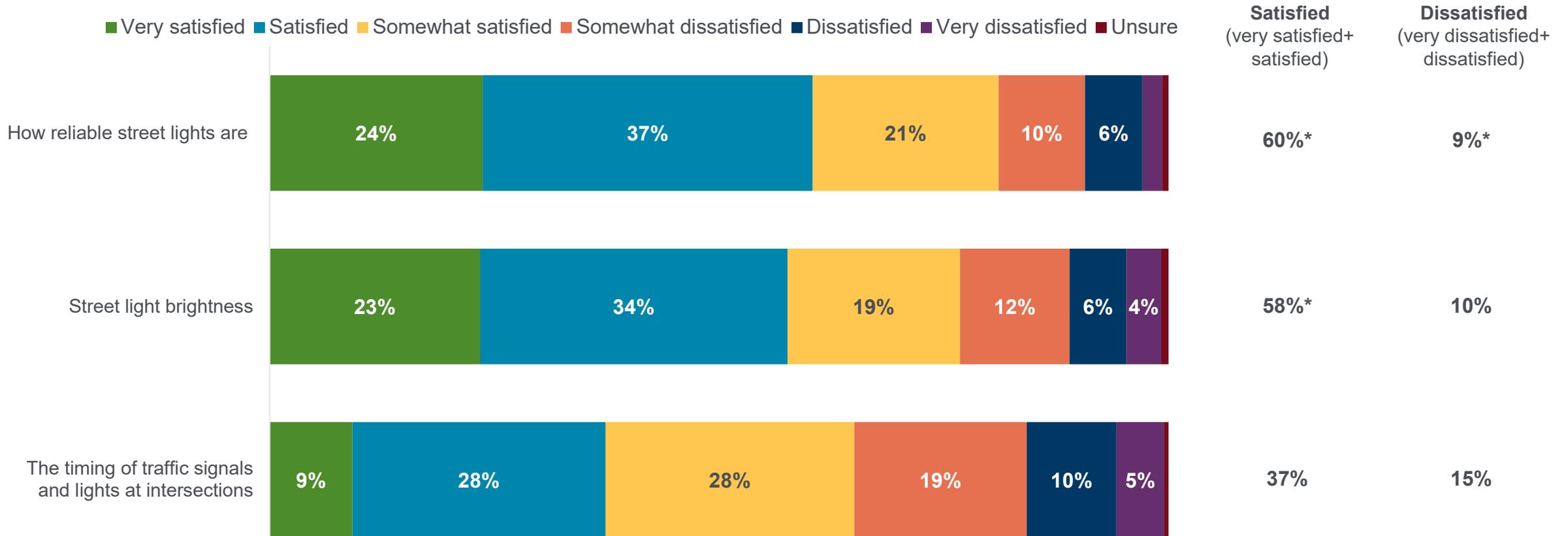
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 Q8. Thinking about neighbourhood streets in Calgary, how satisfied are you with the following aspects of these streets?
 Base: Those who drive a vehicle on city streets (n=1,957)



Satisfaction with main/collector roadways: lighting

Drivers are most satisfied with how reliable street lights are (60%) and how bright they are (58%). Fewer than four in ten are happy with the timing of traffic signals and lights at intersections (37%).



Q7. Thinking about main and collector roadways in Calgary – again, not including Deerfoot and Stoney Trails - how satisfied are you with the following aspects of these streets? Let's use the same scale. (IF ASKED: Main roads and collector roadways are larger, busier roads that handle more traffic.)

Base: Those who drive a vehicle on city streets (n=1,957)

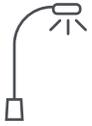
*rounding

Mentions of <3% are not shown



Satisfaction with main/collector roadway lighting

Variations by sub-group



Those most likely to **be satisfied with how reliable street lights are on this type of road** include:

- Non-Racialized Calgarians (62% vs. 56% among Racialized).
- Those who do not have a disability (62% vs. 50% among those with a disability).



Those most likely to **be satisfied with the timing of traffic signals and lights at intersections** include:

- Renters (44% vs. 35% among homeowners).
- Those with children at home (41% vs. 36% among those with no children).
- Those born outside of Canada (49% vs. 32% among those born in Canada).
- Young adults (43% 18-34 vs. 34% 35-54 and 36% 55+).
- Those who have lived in Calgary for <10 years (55% <10 years vs. 35% 10-29 years and 33% 30+ years).
- Those from lower-income households (47% <\$60K vs. 37% \$60K-\$119K and 34% \$120K+).



Those most likely to **be satisfied with street light brightness on main/collector roadways** include:

- Those in the Southeast (63% vs. 54% among those in the Northwest).
- Renters (64% vs. 55% among homeowners).
- Those with children at home (62% vs. 55% among those without children).
- Non-Racialized Calgarians (59% vs. 54% among Racialized).
- Those under the age of 55 (67% 18-34 vs. 55% 35-54 and 50% 55+).
- Those who have lived in Calgary for <30 years (66% <10 years and 59% 10-29 years vs. 52% 30+ years).
- Those with no disability (60% vs. 43% among those with a disability).

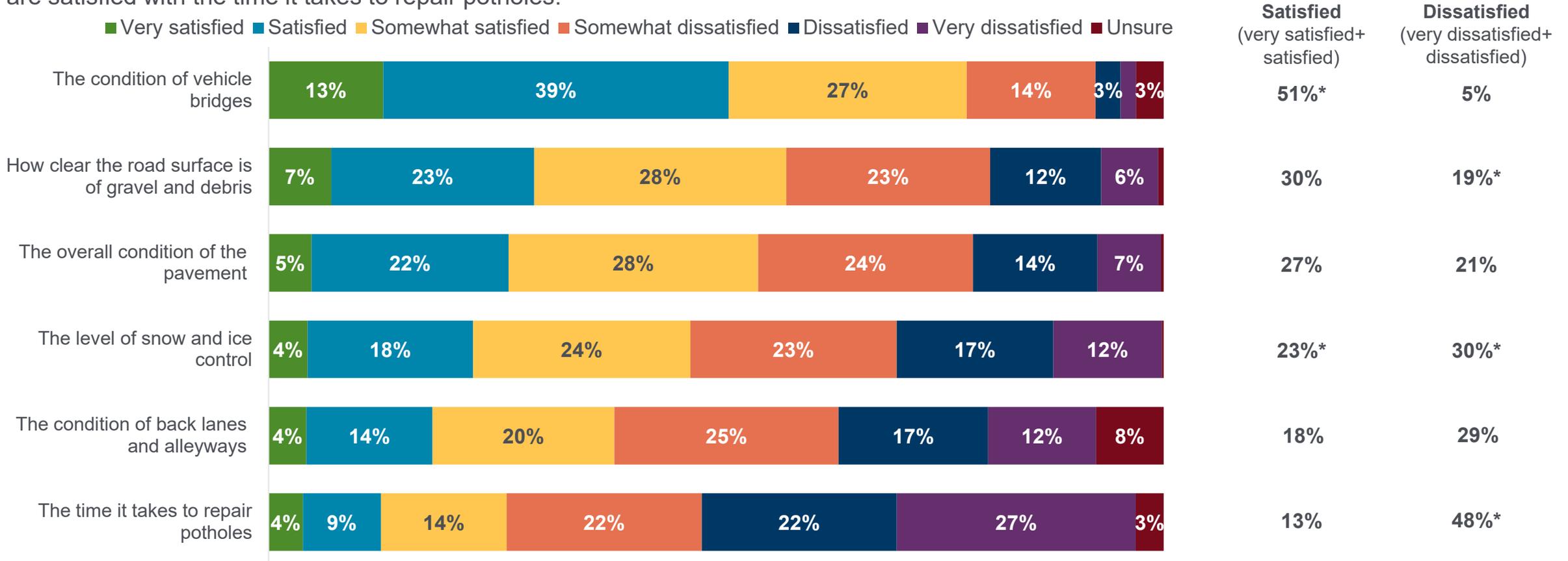
Q7. Thinking about main and collector roadways in Calgary – again, not including Deerfoot and Stoney Trails - how satisfied are you with the following aspects of these streets? Let's use the same scale. (IF ASKED: Main roads and collector roadways are larger, busier roads that handle more traffic.)

Base: Those who drive a vehicle on city streets (n=1,957)



Satisfaction with main/collector roadways: roadway conditions

More than one-half express satisfaction with the condition of vehicle bridges (51%). About three in ten are happy with how clear the road surface is of gravel and debris (30%), and with the overall condition of the pavement (27%). Fewer than one-quarter (23%) are satisfied with the level of snow and ice control, with fewer than one in five (18%) satisfied with the condition of back lanes and alleyways (18%). Only 13 per cent are satisfied with the time it takes to repair potholes.



Q7. Thinking about main and collector roadways in Calgary – again, not including Deerfoot and Stoney Trails - how satisfied are you with the following aspects of these streets? Let's use the same scale. (IF ASKED: Main roads and collector roadways are larger, busier roads that handle more traffic.)

Base: Those who drive a vehicle on city streets (n=1,957)

*rounding

Mentions of <3% are not shown

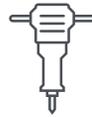
Satisfaction with main/collector roadway conditions

Variations by sub-group



Those most likely to **be satisfied with the condition of vehicle bridges on main/collector roadways** include:

- Men (54% vs. 49% among women).
- Renters (56% vs. 49% among homeowners).
- Those born outside Canada (57% vs. 49% among those born in Canada).
- Young adults (60% 18-34 vs. 49% 35-54 and 45% 55+).
- Those with no disability (53% vs. 39% among those with a disability).
- Those who have lived in Calgary for <30 years (61% <10 years and 54% 10-29 years vs. 45% 30+ years).



Those most likely to **be satisfied with the overall condition of the pavement** include:

- Those in the Northeast (35% vs. 26% in the Norwest and 21% in the Southeast).
- Men (29% vs. 25% among women).
- Renters (37% vs. 23% among homeowners).
- Racialized Calgarians (31% vs. 25% among non-Racialized).
- Those born outside of Canada (41% vs. 20% among those born in Canada).
- Young adults (33% 18-34 vs. 25% 35-54 and 21% 55+).
- Those who have lived in Calgary for <10 years (53% <10 years vs. 23% 10-29 years and 20% 30+ years).
- Those from lower and middle-income households (35% <\$60K and 29% \$60-\$119K vs. 21% \$120K+).
- Those with no disability (28% vs. 14% among those with a disability).



Those most likely to **be satisfied with how clear the road surface is of gravel and debris** include:

- Renters (36% vs. 27% among homeowners).
- Those born outside of Canada (34% vs. 28% among those born in Canada).
- Young adults (34% 18-34 vs. 26% 35-54).
- Those who have lived in Calgary for <10 years (41% <10 years vs. 27% 10-29 years and 28% 30+ years).
- Those from lower and middle-income households (36% <\$60K and 33% \$60-\$119K vs. 25% \$120K+).

Q7. Thinking about main and collector roadways in Calgary – again, not including Deerfoot and Stoney Trails - how satisfied are you with the following aspects of these streets? Let's use the same scale. (IF ASKED: Main roads and collector roadways are larger, busier roads that handle more traffic.)

Base: Those who drive a vehicle on city streets (n=1,957)



Satisfaction with main/collector roadway conditions

Variations by sub-group



Those most likely to **be satisfied with level of the snow and ice control** include:

- Young adults (25% 18-34 vs. 20% 35-54).
- Those from lower-income households (27% <\$60K vs. 19% \$120K+).



Those most likely to **be satisfied with the condition of back lanes and alleyways** include:

- Those in the Northeast (24% vs. 15% in the Northwest and 17% in the Southeast).
- Renters (23% vs. 16% among homeowners).
- Those born outside Canada (24% vs. 15% among those born in Canada).
- Those who have lived in Calgary for <10 years (30% <10 years vs. 14% 10-29 years and 18% 30+ years).
- Those from lower-income households (25% <\$60K vs. 18% \$60K-\$119K and 15% \$120K+).



Those most likely to **be satisfied with the time it takes to repair potholes** include:

- Those in the Northeast (21% vs. 11% NW, 12% SW, and 8% SE).
- Renters (20% vs. 10% among homeowners).
- Indigenous Calgarians (22% vs. 12% among non-Indigenous).
- Those born outside Canada (19% vs. 10% among those born in Canada).
- Those who have lived in Calgary for <10 years (25% <10 years vs. 11% 10-29 years and 9% 30+ years).
- Those from lower-income households (19% <\$60K vs. 13% \$60K-\$119K and 10% \$120K+).

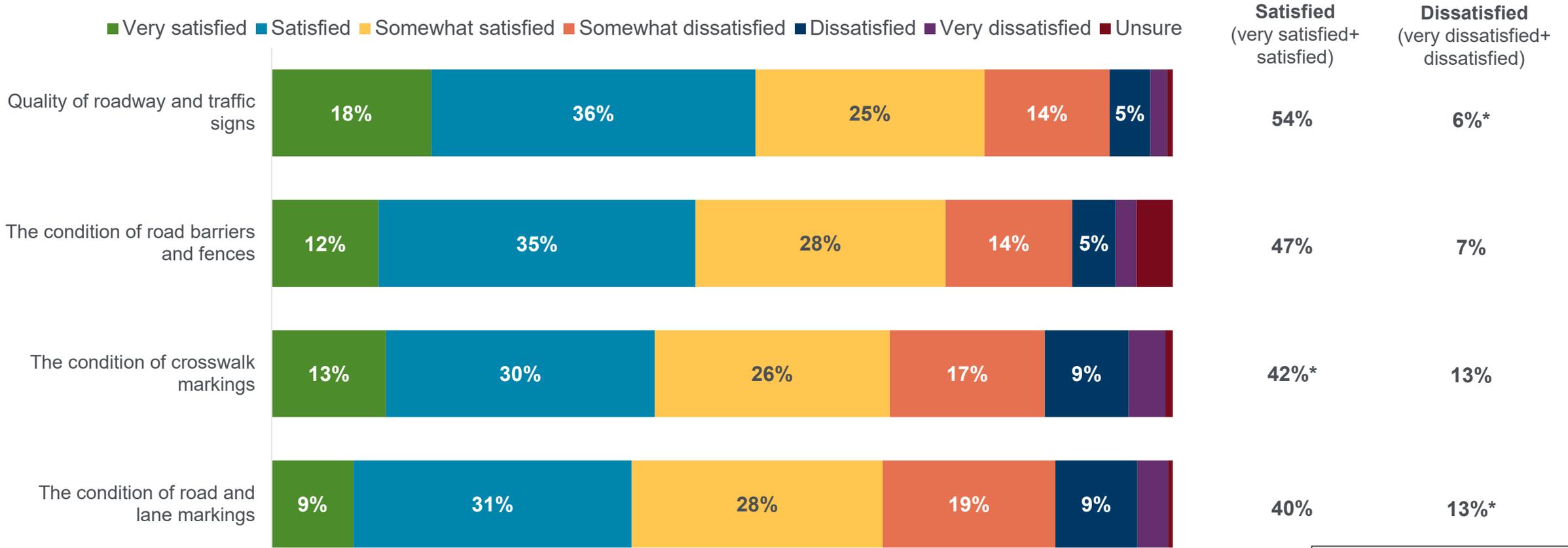
Q7. Thinking about main and collector roadways in Calgary – again, not including Deerfoot and Stoney Trails - how satisfied are you with the following aspects of these streets? Let's use the same scale. (IF ASKED: Main roads and collector roadways are larger, busier roads that handle more traffic.)

Base: Those who drive a vehicle on city streets (n=1,957)



Satisfaction with main/collector roadways: signage and markings

More than one-half express satisfaction with the quality of roadway and traffic signs (54%). Slightly fewer than one-half are happy with the condition of road barriers and fences (47%), with about four in ten satisfied with the condition of crosswalk markings (42%) and road/lane markings (40%).



*rounding

Mentions of <3% are not shown

Q7. Thinking about main and collector roadways in Calgary – again, not including Deerfoot and Stoney Trails - how satisfied are you with the following aspects of these streets? Let's use the same scale. (IF ASKED: Main roads and collector roadways are larger, busier roads that handle more traffic.)
 Base: Those who drive a vehicle on city streets (n=1,957)

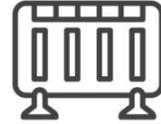
Satisfaction with main/collector signage/markings

Variations by sub-group



Those most likely to be satisfied with quality of roadway and traffic signs on main/collector roadways include:

- Renters (59% vs. 52% among homeowners).
- Those with children at home (57% vs. 52% among those without children).
- Those born outside Canada (57% vs. 52% among those born in Canada).
- Young adults (58% 18-34 vs. 48% 55+).
- Those who have lived in Calgary for less than 10 years (59% vs. 50% 30+ years).



Those most likely to be satisfied with the condition of road barriers and fences include:

- Renters (56% vs. 43% among homeowners).
- Those with children at home (51% vs. 45% among those without children).
- Young adults (57% 18-34 vs. 45% 35-54 and 37% 55+).
- Those who have lived in Calgary for less than 10 years (53% vs. 48% 10-29 years and 43% 30+ years).
- Those with no disability (48% vs. 33% among those with a disability).
- Those who identify as 2SLGBTQIA+ (62% vs. 45% among those who don't).

Q7. Thinking about main and collector roadways in Calgary – again, not including Deerfoot and Stoney Trails - how satisfied are you with the following aspects of these streets? Let's use the same scale. (IF ASKED: Main roads and collector roadways are larger, busier roads that handle more traffic.)

Base: Those who drive a vehicle on city streets (n=1,957)



Satisfaction with main/collector signage/markings

Variations by sub-group



Those most likely to **be satisfied with the condition of crosswalk markings** include:

- Those in the Northeast (48% vs. 38% among those in the Northwest).
- Renters (51% vs. 39% among homeowners).
- Those born outside of Canada (50% vs. 39% among those born in Canada).
- Calgarians aged 18-34 and 55+ (49% 18-34 and 43% 55+ vs. 36% 35-54).
- Those who have lived in Calgary for less than 10 years (59% vs. 39% each 10-29 years and 30+ years).



Those most likely to **be satisfied with the condition of road and lane markings** include:

- Those in the Southwest and Northeast (41% and 49% vs. 37% Northwest and 33% Southeast).
- Renters (51% vs. 35% among homeowners).
- Those with children at home (43% vs. 38% among those without children).
- Racialized Calgarians (43% vs. 38% among non-Racialized).
- Those born outside of Canada (50% vs. 35% among those born in Canada).
- Young adults (46% 18-34 vs. 38% 35-54 and 33% 55+).
- Those who have lived in Calgary for less than 10 years (56% vs. 38% 10-29 years and 34% 30+ years).
- Those from lower-income households of <\$119K (47% <\$60K and 41% \$60K-\$119K vs. 35% \$120K+).
- Those with no disability (41% vs. 29% among those with a disability).

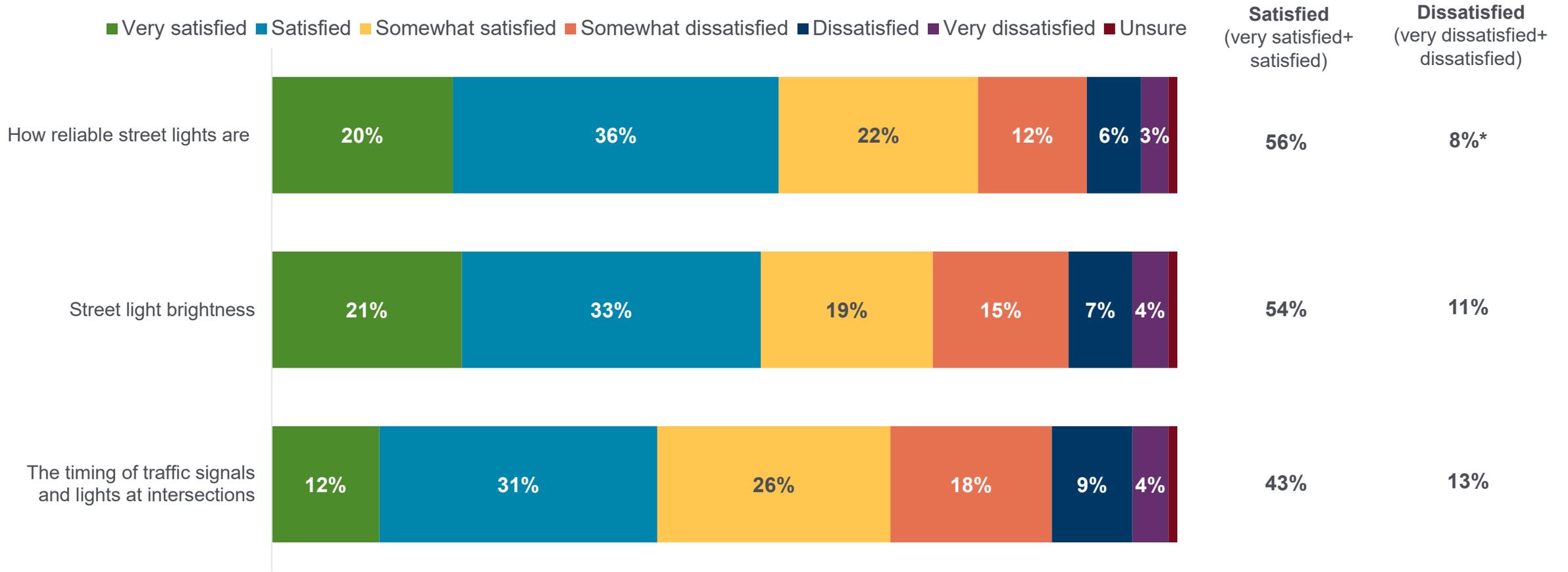
Q7. Thinking about main and collector roadways in Calgary – again, not including Deerfoot and Stoney Trails - how satisfied are you with the following aspects of these streets? Let's use the same scale. (IF ASKED: Main roads and collector roadways are larger, busier roads that handle more traffic.)

Base: Those who drive a vehicle on city streets (n=1,957)



Satisfaction with neighbourhood streets: lighting

Shifting to neighborhood streets in Calgary, drivers are once again most satisfied with how reliable street lights are (56%) as well as how bright they are (54%). About four in ten are happy with the timing of traffic signals and lights at intersections (43%).

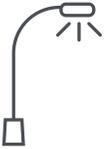


Q8. Thinking about neighbourhood streets in Calgary, how satisfied are you with the following aspects of these streets?
 Base: Those who drive a vehicle on city streets (n=1,957)

Mentions of <3% are not shown

Satisfaction with neighbourhood streets: lighting

Variations by sub-group



Those most likely to **be satisfied with how reliable street lights are on neighbourhood streets** include:

- Men (60% vs. 52% among women).
- Non-Racialized Calgarians (58% vs. 52% among Racialized).



Those most likely to **be satisfied with street light brightness on neighbourhood streets** include:

- Those in the Southwest (58% vs. 48% among those in the Northwest).
- Men (57% vs. 51% among women).
- Young adults (60% 18-34 vs. 53% 35-54 and 48% 55+).
- Those with no disability (56% vs. 41% among those with a disability).



Those most likely to **be satisfied with the timing of traffic signals and lights at intersections** include:

- Those with children at home 46% vs. 41% among those with no children).
- Those born outside of Canada (52% vs. 39% among those born in Canada).
- Young adults (47% 18-34 vs. 40% 35-54).
- Those who have lived in Calgary for less than 10 years (53% vs. 44% 10-29 years and 38% 30+ years).
- Those with no disability (44% vs. 33% among those with a disability).

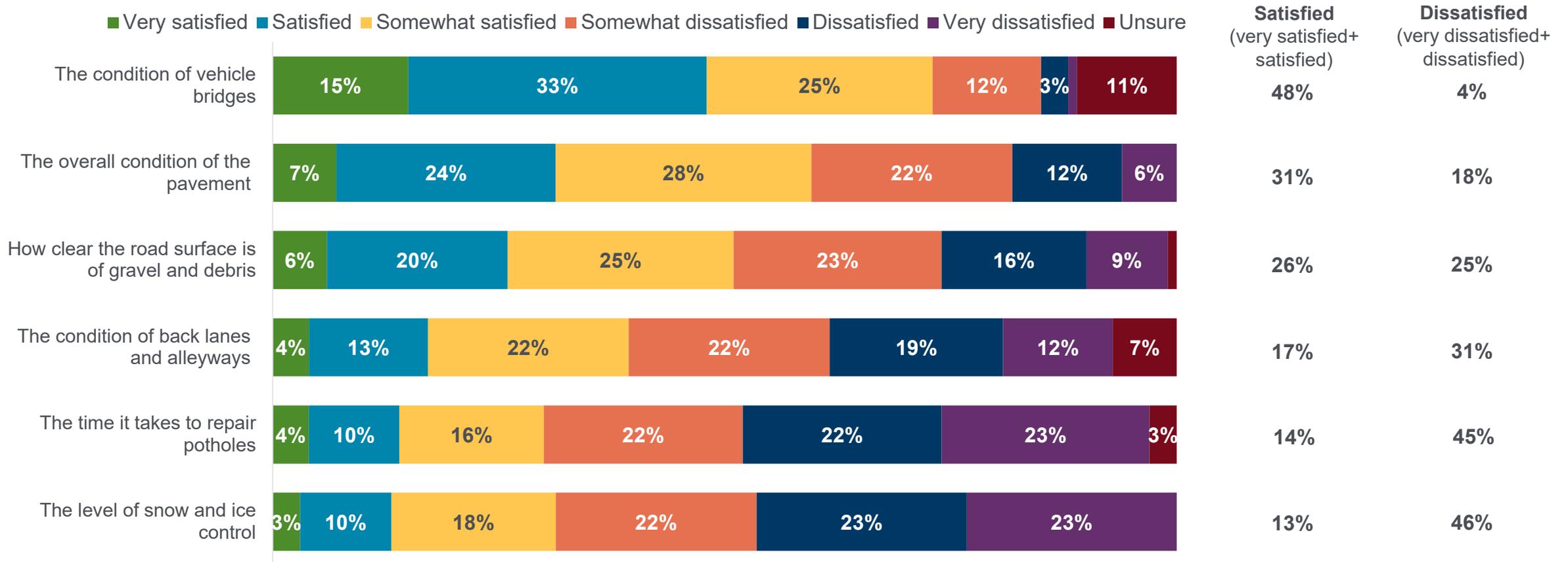
Q8. Thinking about neighbourhood streets in Calgary, how satisfied are you with the following aspects of these streets?

Base: Those who drive a vehicle on city streets (n=1,957)



Satisfaction with neighbourhood streets: roadway conditions

About one-half express satisfaction with the condition of vehicle bridges (48%), with fewer than four in ten Calgary drivers (31%) satisfied with the overall condition of the pavement. Calgary drivers have the lowest satisfaction for the level of snow and ice control (13%), the time it takes to repair potholes (14%) and the condition of the back lanes and alleyways (17%).



Q8. Thinking about neighbourhood streets in Calgary, how satisfied are you with the following aspects of these streets?
 Base: Those who drive a vehicle on city streets (n=1,957)

Mentions of <3% are not shown



Satisfaction with roadway conditions (n'hood)

Variations by sub-group



Those most likely to **be satisfied with the condition of vehicle bridges on main/collector roadways** include:

- Men (50% vs. 46% among women).
- Renters (53% vs. 46% among homeowners).
- Those born outside of Canada (52% vs. 46% among those born in Canada).
- Young adults (57% 18-34 vs. 45% 35-54 and 41% 55+).
- Those who have lived in Calgary for less than 10 years (54% vs. 43% 30+ years).
- Those with no disability (49% vs. 34% among those with a disability).
- Those who identify as 2SLGBTQIA+ (65% vs. 47% among non-2SLGBTQIA+).



Those most likely to **be satisfied with the overall condition of the pavement** include:

- Those in the Northeast (37% vs. 28% among Southeast).
- Men (34% vs. 29% among women).
- Renters (38% vs. 29% among homeowners).
- Those born outside of Canada (41% vs. 27% among those born in Canada).
- Young adults (38% 18-34 vs. 30% 35-54 and 27% 55+).
- Those who have lived in Calgary for less than 10 years (50% vs. 29% 10-29 years and 27% 30+ years).
- Those from lower-income households (39% <\$60K vs. 31% \$60K-\$119K and 29% \$120K+).
- Those with no disability (33% vs. 22% among those with a disability).



Those most likely to **be satisfied with how clear the road surface is of gravel and debris** include:

- Those in the Northeast (31% vs. 21% among Southeast).
- Renters (32% vs. 24% among homeowners).
- Those born outside of Canada (33% vs. 23% among those born in Canada).
- Those who have lived in Calgary for less than 10 years (38% vs. 22% 10-29 years and 25% 30+ years).
- Those from lower and middle-income households (33% <\$60K and 27% \$60K-\$119K vs. 21% \$120K+).

Q8. Thinking about neighbourhood streets in Calgary, how satisfied are you with the following aspects of these streets?

Base: Those who drive a vehicle on city streets (n=1,957)



Satisfaction with roadway conditions (n'hood)

Variations by sub-group



Those most likely to **be satisfied with the level of snow and ice control** include:

- Men (16% vs. 10% among women).
- Those who have lived in Calgary for less than 10 years (18% vs. 10% 10-29 years).
- Those from lower-income households (16% <\$60K vs. 10% \$120K+).



Those most likely to **be satisfied with the condition of back lanes and alleyways** include:

- Racialized Calgarians (20% vs. 16% among non-Racialized).
- Those born outside of Canada (21% vs. 16% among those born in Canada).
- Those who have lived in Calgary for less than 10 years (22% vs. 15% 10-29 years).
- Those from lower-income households (22% <\$60K vs. 16% \$120K+).



Those most likely to **be satisfied with the time it takes to repair potholes** include:

- Those in the Northeast (21% vs. 12% Northwest, 13% Southwest and 11% Southeast).
- Renters (21% vs. 11% among homeowners).
- Indigenous Calgarians (26% vs. 13% among non-Indigenous).
- Racialized Calgarians (17% vs. 13% among non-Racialized).
- Those born outside of Canada (21% vs. 11% among those born in Canada).
- Young adults (17% 18-34 vs. 11% 55+).
- Those who have lived in Calgary for less than 10 years (28% vs. 12% 10-29 years and 11% 30+ years).
- Those from lower and middle-income households (18% <\$60K and 15% \$60K-\$119K vs. 10% \$120K+).

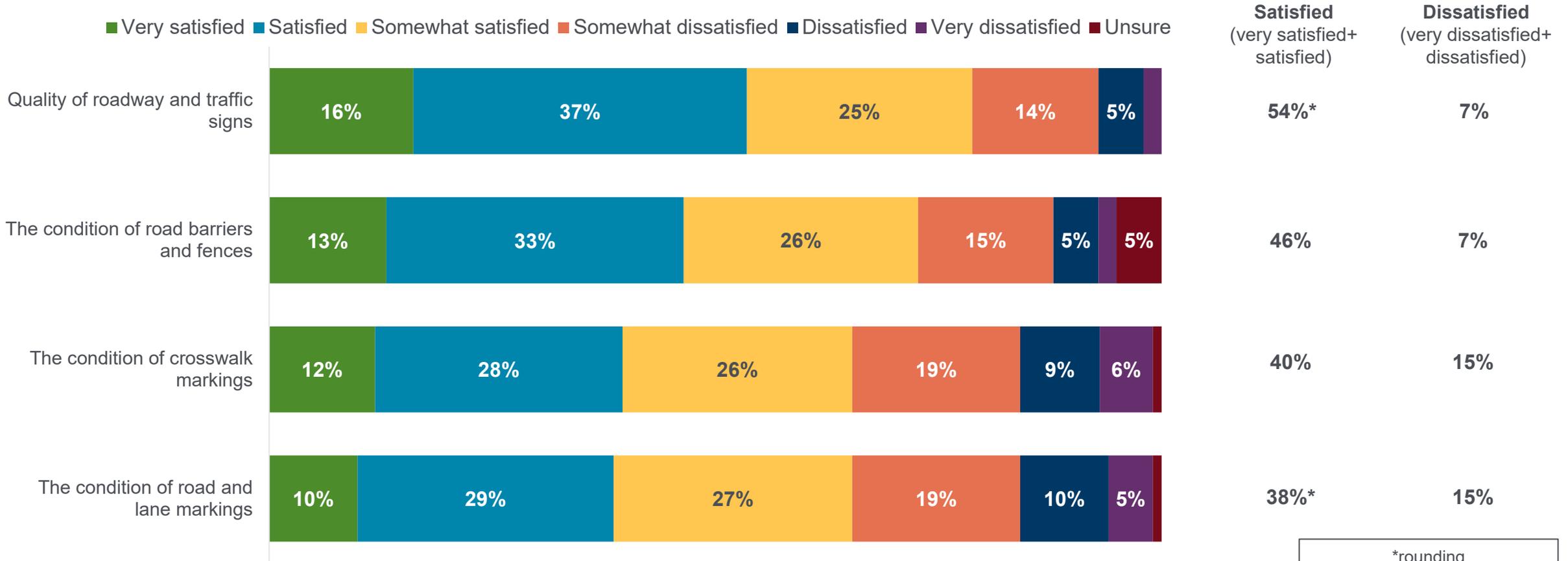
Q8. Thinking about neighbourhood streets in Calgary, how satisfied are you with the following aspects of these streets?

Base: Those who drive a vehicle on city streets (n=1,957)



Satisfaction with neighbourhood streets: signage and markings

About half express satisfaction with the quality of roadway and traffic signs (54%). About four in ten are happy with the condition of road barriers and fences (46%), the condition of crosswalk markings (40%), and condition of road and lane markings (38%) when thinking about their neighborhood streets.



Q8. Thinking about neighbourhood streets in Calgary, how satisfied are you with the following aspects of these streets?
 Base: Those who drive a vehicle on city streets (n=1,957)

*rounding

Mentions of <3% are not shown



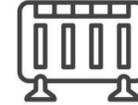
Satisfaction with signage/markings (n'hood)

Variations by sub-group



Those most likely to be satisfied with the quality of roadway and traffic signs on neighbourhood streets include:

- Renters (61% vs. 51% among homeowners).
- Young adults (60% 18-34 vs. 52% 35-54 and 49% 55+).
- Those who have lived in Calgary for less than 10 years (62% vs. 50% 30+ years).
- Those from lower-income households (61% <\$60K vs. 53% \$60K-\$119K and 51% \$120K+).
- Those who identify as 2SLGBTQIA+ (68% vs. 52% among non-2SLGBTQIA+).



Those most likely to be satisfied with the condition of road barriers and fences include:

- Those in the Southwest (51% vs. 43% in the Northwest).
- Renters (54% vs. 43% among homeowners).
- Non-Racialized Calgarians (48% vs. 42% among non-Racialized).
- Those aged 18-34 and 35-54 (54% and 47% vs. 37% 55+).
- Those who identify as 2SLGBTQIA+ (59% vs. 45% among those who don't).

Q8. Thinking about neighbourhood streets in Calgary, how satisfied are you with the following aspects of these streets?

Base: Those who drive a vehicle on city streets (n=1,957)

Satisfaction with signage/markings (n'hood)

Variations by sub-group



Those most likely to be satisfied with the condition of crosswalk markings include:

- Those in the Southwest (45% vs. 37% in the Northwest).
- Men (43% vs. 37% among women).
- Renters (45% vs. 38% among homeowners).
- Those born outside of Canada (44% vs. 38% among those born in Canada).
- Those who have lived in Calgary for less than 10 years (50% vs. 37% 10-29 years and 38% 30+ years).
- Those from lower-income households (44% <\$60K vs. 37% \$120K+).
- Those who do not identify as 2SLGBTQIA+ (41% vs. 28% among those who do).



Those most likely to be satisfied with the condition of road and lane markings include:

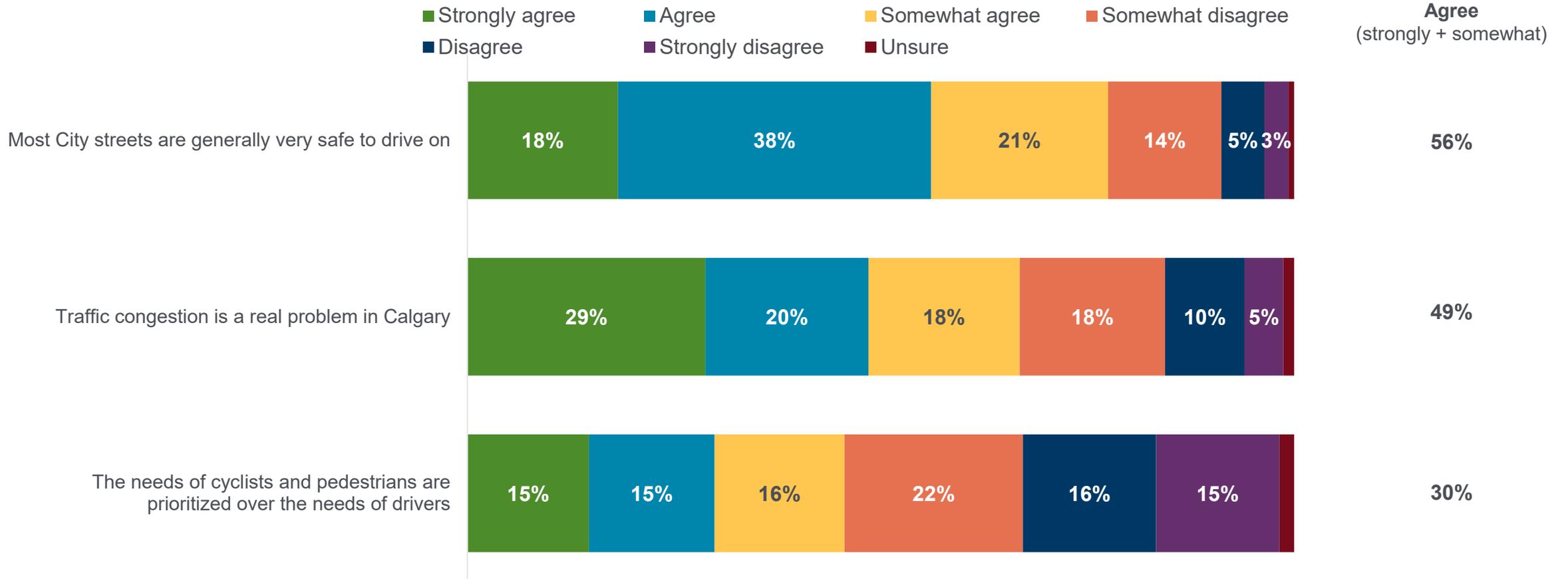
- Those in the Southwest and Northeast (42% and 44% vs. 33% in the Northwest).
- Renters (46% vs. 36% among homeowners).
- Those born outside of Canada (43% vs. 36% among those born in Canada).
- Young adults (46% 18-34 vs. 36% 35-54 and 33% 55+).
- Those who have lived in Calgary for less than 10 years (53% vs. 37% 10-29 years and 35% 30+ years).
- Those who identify as 2SLGBTQIA+ (45% vs. 39% among those who don't).

Q8. Thinking about neighbourhood streets in Calgary, how satisfied are you with the following aspects of these streets?
Base: Those who drive a vehicle on city streets (n=1,957)



Views about driving on city streets

About six in ten drivers agree that City streets are generally very safe to drive on (56%), with about one-half indicating traffic congestion is a real problem in Calgary (49%). Three in ten (30%) agree that the needs of cyclists and pedestrians are prioritized over those of drivers.



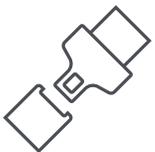
Q9. Please tell me if you agree or disagree with the following statements about driving in a vehicle on Calgary's city streets. 1 means you strongly disagree and 6 means you strongly agree:
 Base: Those who drive a vehicle on city streets (n=1,957)

Mentions of <3% are not shown



Views on driving on city streets

Variations by sub-group



Those most likely to **agree most City streets are generally very safe to drive on** include:

- Those in the Southwest (60% vs. 51% among those in the Northeast).
- Men (59% vs. 53% among women).
- Non-Racialized Calgarians (58% vs. 52% among Racialized).
- Those who do not have a disability (57% vs. 46% among those with a disability).
- Those who identify as 2SLGBTQIA+* (67% vs. 56% among non-2SLGBTQIA+).



Those most likely to **agree traffic congestion is a real problem in Calgary** include:

- Those in the Southeast (54% vs. 42% among those in the Southwest).
- Women (53% vs. 45% among men).
- Those born in Canada (52% vs. 41% among those born outside of Canada).
- Middle-aged Calgarians (51% 35-54 vs. 44% 55+).
- Those who have lived in Calgary for 10+ years (51% each 10-29 years and 30+ years vs. 36% <10 years).



Those most likely to **agree the needs of cyclists and pedestrians are prioritized over those of drivers** include:

- Those in the Northwest and Northeast (32% and 37% vs. 24% among those in the Southeast).
- Men (32% vs. 28% among women).
- Renters 36% vs. 28% among homeowners).
- Racialized Calgarians (34% vs. 28% among non-Racialized).
- Those born outside of Canada (40% vs. 26% among those born in Canada).
- Those who have lived in Calgary for <30 years (38% <10 years vs. 28% 10-29 years and 29% 30+ years).
- Those from lower-income households (34% <\$60K and 32% \$60K-\$119K vs. 26% \$120K+).

Q9. Please tell me if you agree or disagree with the following statements about driving in a vehicle on Calgary's city streets. 1 means you strongly disagree and 6 means you strongly agree:

Base: Those who drive a vehicle on city streets (n=1,957)

*Two-Spirited, Lesbian, Gay, Bisexual, Transsexual, Queer, Intersex or Asexual



Views on funding improvements to city streets

Six in ten drivers (59%) believe The City should find more money to improve roadway surfaces, with slightly more than one-half (54%) agreeing funding for the pavement program should be increased. However, only one in five (21%) support a dedicated property tax increase to be used to improve surface conditions on roadways.

■ Strongly agree ■ Agree ■ Somewhat agree ■ Somewhat disagree ■ Disagree ■ Strongly disagree ■ Unsure **Agree** (strongly + somewhat)

The City should find any more money required to improve the surface condition of roadways within the existing City budget



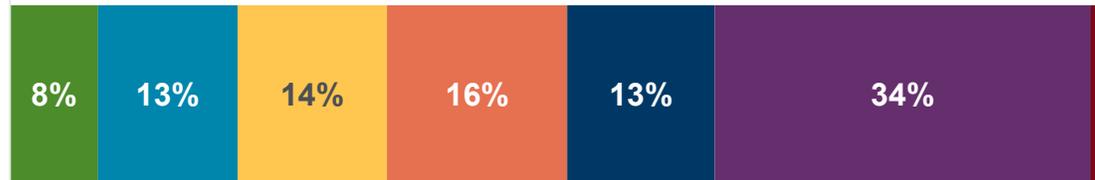
59%

City Council should increase funding for the pavement program, which includes preventative maintenance and repair work to improve the surface conditions of roadways in Calgary



54%

I would support a small property tax increase if additional funds are dedicated to improving the surface condition of roadways



21%

Q9. Please tell me if you agree or disagree with the following statements about driving in a vehicle on Calgary's city streets. 1 means you strongly disagree and 6 means you strongly agree:
 Base: Those who drive a vehicle on city streets (n=1,957)

Mentions of <3% are not shown



Views on funding improvements to city streets

Variations by sub-group



Those most likely to **agree that The City should find the money to improve roadways within the existing budget** include:

- Homeowners (61% vs. 54% among renters).
- Those over the age of 35 (63% 35-54 and 62% 55+ vs. 53% 18-34).
- Those who have lived in Calgary for 30+ years (62% vs. 54% <10 years).



Those most likely to **agree they that would support a small property tax increase** include:

- Renters (28% vs. 18% among homeowners).
- Those who have lived in Calgary for <10 years (28% vs. 19% 10-29 years and 20% 30+ years).
- Those from lower-income households (29% <\$60K vs. 19% \$60K-\$119K and 20% \$120K+).



Those most likely to **agree City Council should increase funding for the pavement program** include:

- Racialized Calgarians (59% vs. 52% among non-Racialized).

Q9. Please tell me if you agree or disagree with the following statements about driving in a vehicle on Calgary’s city streets. 1 means you strongly disagree and 6 means you strongly agree:

Base: Those who drive a vehicle on city streets (n=1,957)

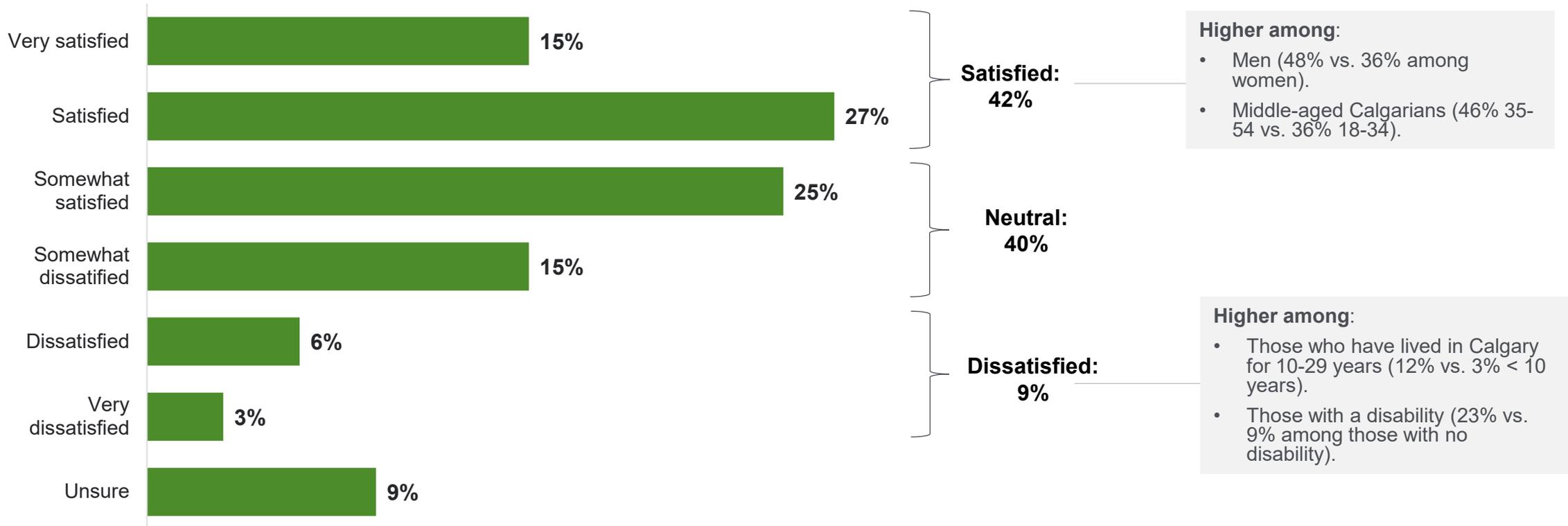


Dedicated bikeways



Cyclist satisfaction with dedicated bikeways

More than four in ten cyclists who use bike lanes or cycle tracks (42%) are satisfied with the condition of these dedicated bikeways, with a similar proportion (40%) offering a neutral rating and about one in ten (9%) expressing dissatisfaction. Nine per cent of cyclists are unable to provide a rating for the condition of these bikeways.



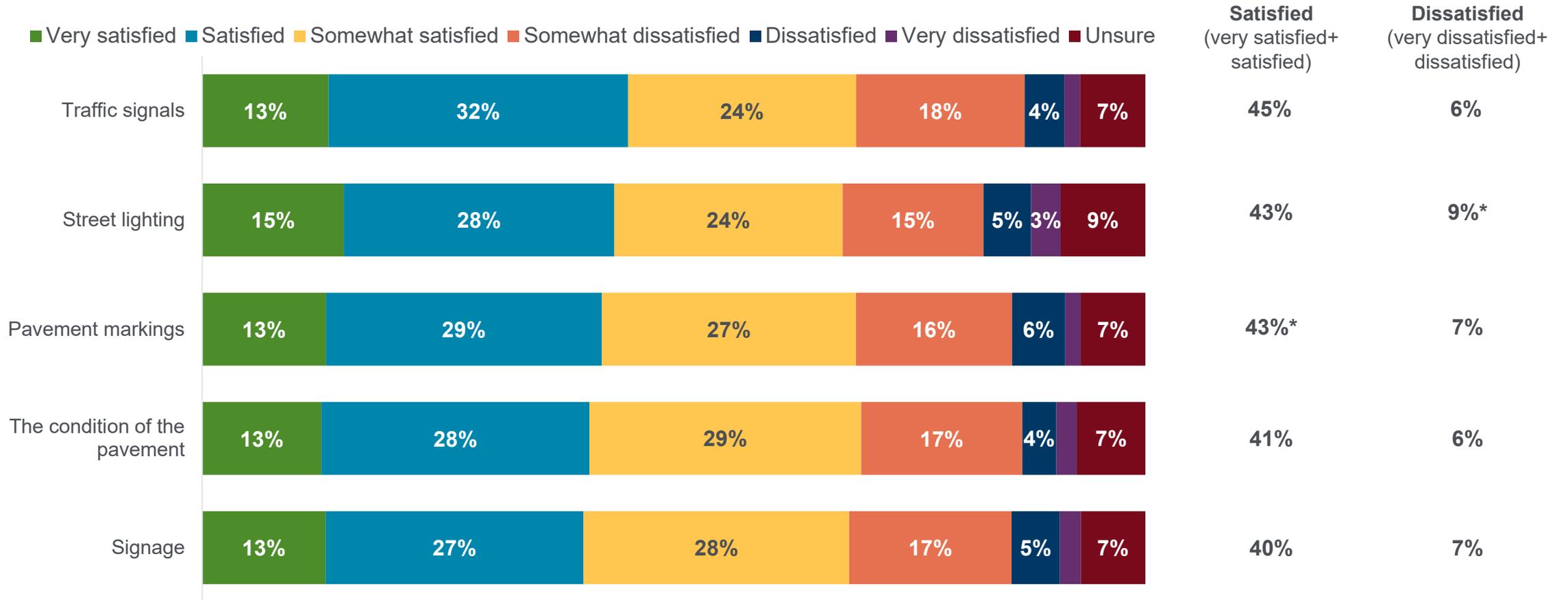
Q10. Overall, how satisfied are you with the condition of dedicated bikeways on city streets in Calgary? Let's use a 1-6 scale, with 1 meaning you are very dissatisfied and 6 meaning you are very satisfied. (IF NEEDED: I'm talking about a designated space for bikes on a city street marked by a white line.)

Base: Those who use bike lanes/cycle tracks on city streets (n=1,011)



Satisfaction with aspects of dedicated bikeways

Nearly one-half of cyclists (45%) are satisfied with traffic signals on dedicated bikeways, with slightly fewer satisfied with street lighting and pavement markings (43% each). Four in ten, meanwhile, are satisfied with the condition of the pavement (41%) and signage (40%).



Q11. How satisfied are you with the following aspects of dedicated bikeways? Let's use the same scale.
 Base: Those who use bike lanes/cycle tracks on city streets (n=1,011)

Mentions of <3% are not shown

Satisfaction with aspects of dedicated bikeways

Variations by sub-group



Those most likely to **be satisfied with traffic signals** include:

- Renters (54% vs. 42% among homeowners).
- Those born outside Canada (50% vs. 42% among those born in Canada).
- Those who have lived in Calgary for <10 years (56% vs. 41% 10-29 years).
- Those from lower-income households (56% <\$60K vs. 41% \$60K-\$119K).
- Those who do not identify as 2SLGBTQIA+ (47% vs. 36% among those who identify as 2SLGBTQIA+).



Those most likely to **be satisfied with pavement markings** include:

- Men (47% vs. 39% among women).
- Those who have lived in Calgary for 30+ years (48% vs. 38% 10-29 years).
- Those who don't identify as 2SLGBTQIA+ (45% vs. 25% among those who do).



Those most likely to **be satisfied with the condition of the pavement** include:

- Those in the Northwest (44% vs. 31% among those in the Southeast).
- Men (48% vs. 34% among women).
- Those with no children at home (44% vs. 36% among those with children).



Those most likely to **be satisfied with signage** include:

- Men (49% vs. 32% among women).
- Those who do not identify as 2SLGBTQIA+ (42% vs. 32% among those who do).

Q11. How satisfied are you with the following aspects of dedicated bikeways? Let's use the same scale.

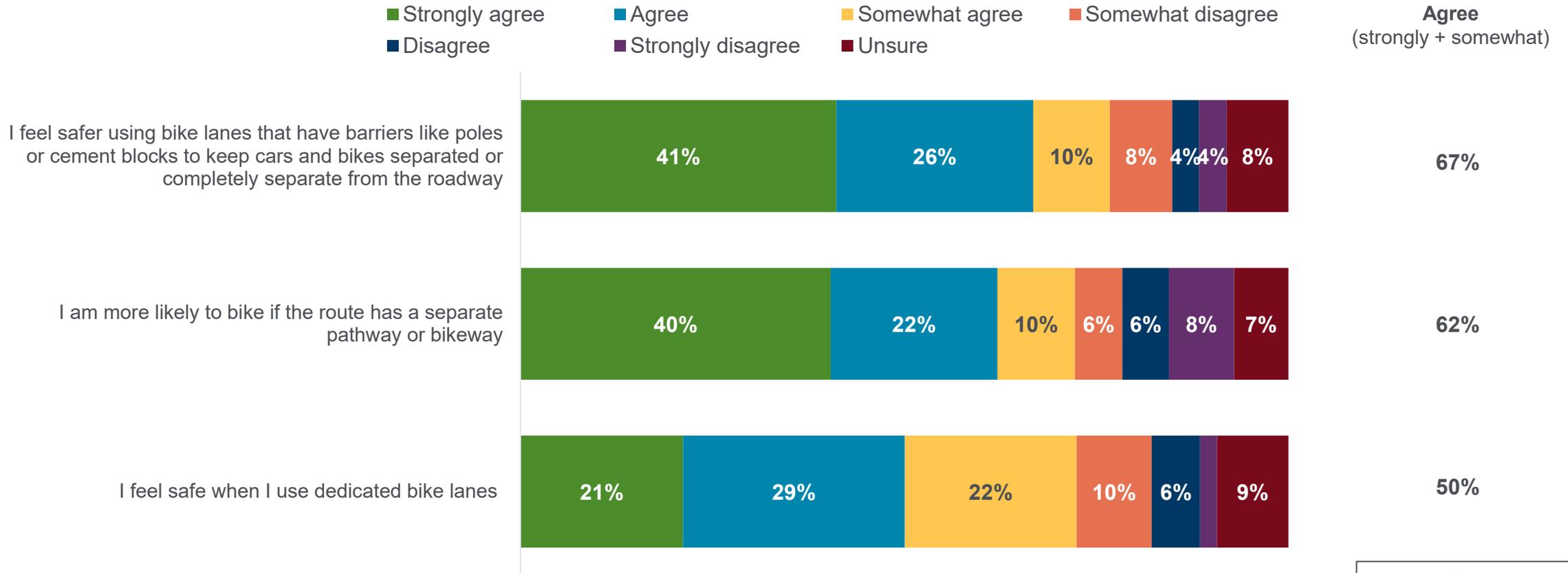
Base: Those who use bike lanes/cycle tracks on city streets (n=1,011)

*Two-Spirited, Lesbian, Gay, Bisexual, Transsexual, Queer, Intersex or Asexual



Attitudes regarding dedicated bikeways

Two-thirds of cyclists (67%) agree they feel safer using bike lanes when there are physical barriers that keep cars and bikes separated. More than six in ten (62%) indicate they are more likely to cycle if a route has a separate pathway or bikeway. One-half (50%) agree they feel safe when they use dedicated bike lanes.



Q12. Please tell me if you agree or disagree with the following statements about using dedicated bikeways.
 Base: Those who use bike lanes/cycle tracks on city streets (n=1,011)

*rounding

Mentions of <3% are not shown



Attitudes regarding dedicated bikeways

Variations by sub-group



Those most likely to **agree they feel safer with bike lanes separated by barriers from the road** include:

- Those under the age of 55 (72% 18-34 and 69% 35-54 vs. 54% 55+).
- Those who have lived in Calgary for 10-29 years (72% vs. 58% 30+ years).



Those most likely to **agree they feel safer when they use dedicated bike lanes** include:

- Men (55% vs. 45% among women).
- Those who do not identify as 2SLGBTQIA+ (52% vs. 34% among those who do).



Those most likely to **agree they are more likely to bike with separate pathways** include:

- Those in the Southwest (70% vs. 57% in the Northwest and 55% in the Southeast).
- Those with no children at home (65% vs. 57% among those with children).
- Young adults (66% 18-34 and 65% 35-54 vs. 51% 55+).
- Those from higher-income households (67% \$120K+ vs. 57% \$60K-\$119K).
- Those who identify as 2SLGBTQIA+ (76% vs. 61% among those who do not identify as 2SLGBTQIA+).

Q12. Please tell me if you agree or disagree with the following statements about using dedicated bikeways.
Base: Those who use bike lanes/cycle tracks on city streets (n=1,011)

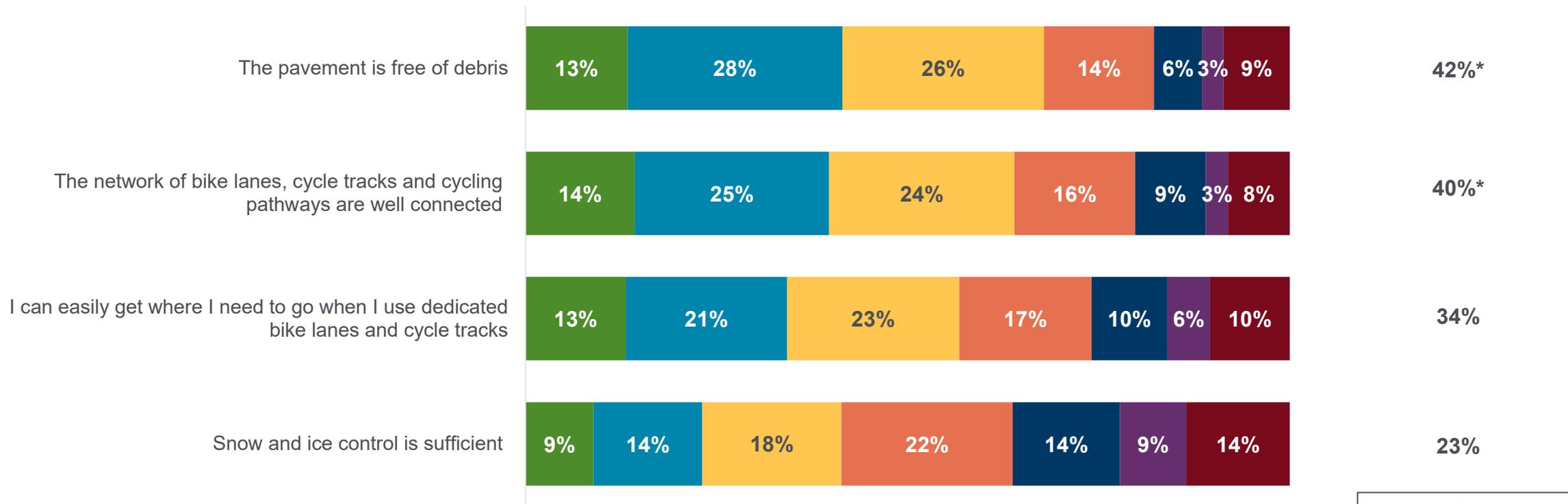
*Two-Spirited, Lesbian, Gay, Bisexual, Transsexual, Queer, Intersex or Asexual



Attitudes regarding dedicated bikeways (continued)

Four in ten (42%) cyclists agree the pavement on bike lanes and cycle tracks is free of debris, with a similar proportion (40%) agreeing the cycling network is well connected and one-third (34%) agreeing they can get where they need to go easily via this system. Fewer than one-quarter (23%), meanwhile, agree that snow and ice control on these pathways is sufficient.

■ Strongly agree
 ■ Agree
 ■ Somewhat agree
 ■ Somewhat disagree
 ■ Disagree
 ■ Strongly disagree
 ■ Unsure
 Agree
 (strongly + somewhat)



*rounding

Mentions of <3% are not shown

Q12. Please tell me if you agree or disagree with the following statements about using dedicated bikeways.
 Base: Those who use bike lanes/cycle tracks on city streets (n=1,011)



Attitudes regarding dedicated bikeways

Variations by sub-group



Those most likely to **agree the pavement is free of debris** include:

- Men (45% vs. 38% among women).
- Those who have lived in Calgary for 30+ years (47% vs. 36% 10-29 years).



Those most likely to **agree they can easily get where they need to go when they use dedicated bike lanes and cycle tracks** include:

- Men (38% vs. 30% among women).
- Those with no children at home (37% vs. 29% among those with children).



Those most likely to **agree the network of bike lanes, cycle tracks and cycling pathways is well connected** include:

- Men (45% vs. 35% among women).
- Non-Racialized Calgarians (42% vs. 33% among Racialized).
- Those born in Canada (44% vs. 32% among those born outside of Canada).
- Older Calgarians (49% 55+ vs. 34% 18-34).
- Those who have lived in Calgary for 30+ years (48% vs. 29% <10 years and 38% 10-29 years).



Those most likely to **agree snow and ice control is sufficient** include:

- Men (26% vs. 20% among women).
- Those with no children at home (26% vs. 17% among those with children).
- Those from lower-income households (30% <\$60K vs. 18% \$60K-\$119K).

Q12. Please tell me if you agree or disagree with the following statements about using dedicated bikeways.
Base: Those who use bike lanes/cycle tracks on city streets (n=1,011)

*Two-Spirited, Lesbian, Gay, Bisexual, Transsexual, Queer, Intersex or Asexual

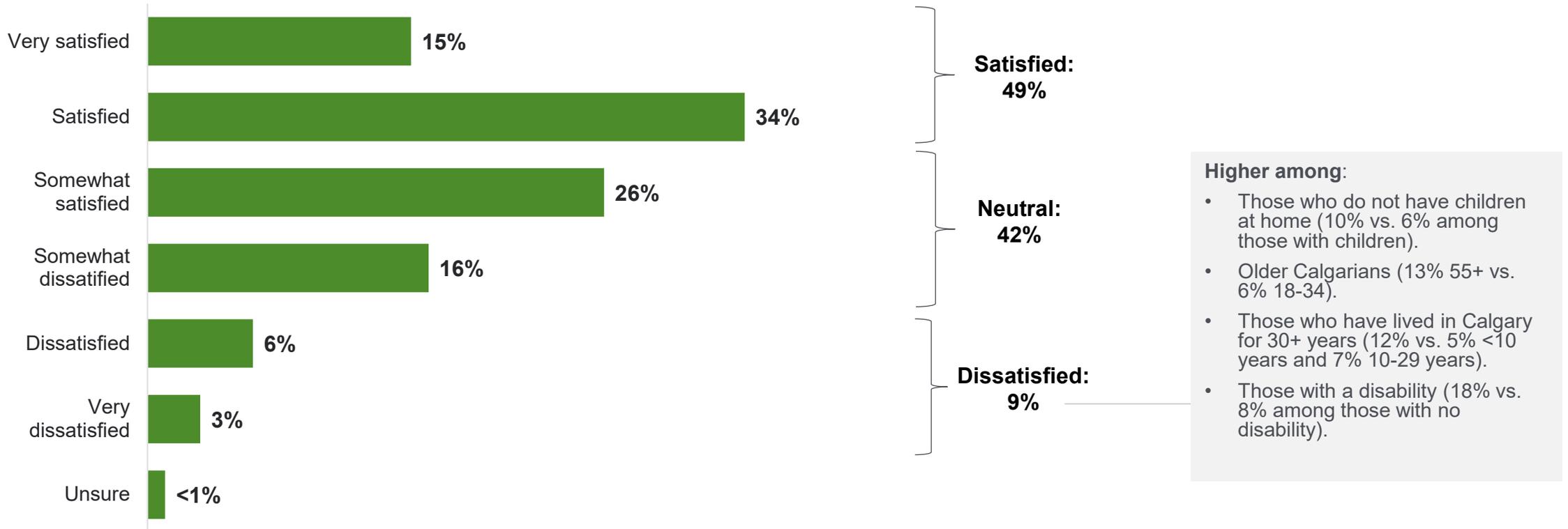


Sidewalks



Pedestrian satisfaction with sidewalks

Nearly one-half who use sidewalks on city streets (49%) are satisfied with them, with four in ten (42%) offering a neutral rating. One in ten are dissatisfied with the condition of sidewalks.



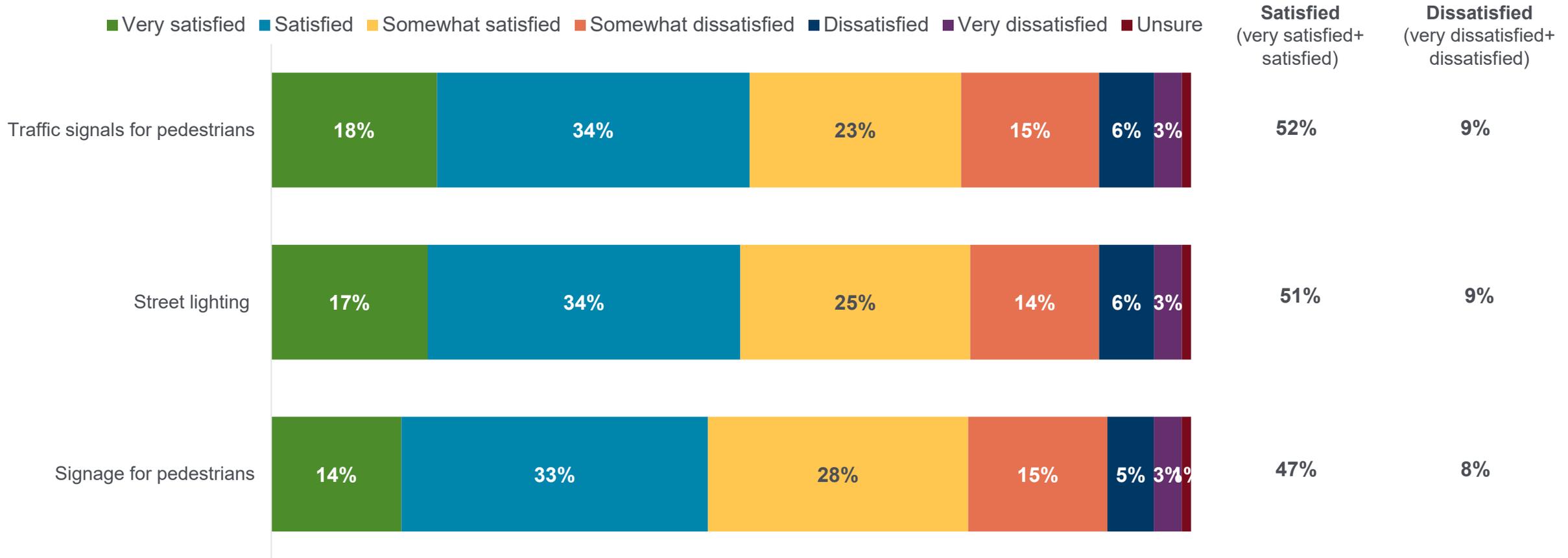
Q13. Overall, how satisfied are you with the condition of sidewalks on city streets in Calgary? Let's use a 1-6 scale where 1 means you are very dissatisfied and a 6 means you are very satisfied.

Base: Those who use sidewalks on city streets (n=1,879)



Satisfaction with using city sidewalks: lights/signals

Slightly more than one-half of pedestrians are satisfied with traffic signals (52%) and street lighting (51%). Slightly fewer are satisfied with pedestrian signage (47%).



Q14. How satisfied are you with the following aspects of using sidewalks on city streets? Let's use the same scale.
 Base: Those who use city sidewalks (n=1,862)

Mentions of <3% are not shown



Satisfaction with using city sidewalks

Variations by sub-group



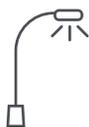
Those most likely to **be satisfied with traffic signals for pedestrians** include:

- Those in the Southwest (56% vs. 47% in the Southeast).
- Men (56% vs. 48% among women).
- Those born outside of Canada (62% vs. 48% among those born in Canada).
- Those who have lived in Calgary for <10 years (63% vs. 51% 10-29 years and 49% 30+ years).
- Those with no disability (53% vs. 41% among those with a disability).
- Those who do not identify as 2SLGBTQIA+ (53% vs. 42% among those who do).



Those most likely to **be satisfied with signage for pedestrians** include:

- Men (53% vs. 42% among women).
- Renters (54% vs. 44% among homeowners).
- Those born outside of Canada (52% vs. 45% among those born in Canada).
- Young adults (51% 18-34 vs. 44% 35-54).
- Those who have lived in Calgary for <10 years (56% vs. 46% 10-29 years and 45% 30+ years).
- Those with no disability (48% vs. 33% among those with a disability).



Those most likely to **be satisfied with street lighting** include:

- Men (56% vs. 46% among women).
- Non-Racialized Calgarians (53% vs. 47% among Racialized).
- Those born outside of Canada (55% vs. 49% among those born in Canada).
- Young adults (55% 18-34 vs. 48% 35-54).

Q14. How satisfied are you with the following aspects of using sidewalks on city streets? Let's use the same scale.

Base: Those who use city sidewalks (n=1,862)

*Two-Spirited, Lesbian, Gay, Bisexual, Transsexual, Queer, Intersex or Asexual



Satisfaction with using city sidewalks: maintenance and conditions

Slightly more than four in ten satisfied with the overall condition of the sidewalk (43%) and the condition and maintenance of pedestrian bridges (42%). Three in ten are satisfied with the condition and maintenance of pedestrian stairs (31%) and the condition of walkways between houses (30%).



*rounding

Mentions of <3% are not shown

Q14. How satisfied are you with the following aspects of using sidewalks on city streets? Let's use the same scale.
Base: Those who use city sidewalks (n=1,862)



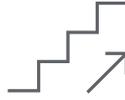
Satisfaction with using city sidewalks: maintenance and conditions

Variations by sub-group



Those most likely to **be satisfied with the overall condition of sidewalks** include:

- Men (47% vs. 40% among women).
- Renters (48% vs. 41% among homeowners).
- Young adults (49% 18-34 vs. 40% each 35-54 and 55+).
- Those who have lived in Calgary for <10 years (50% vs. 39% 30+ years).
- Those with no disability (44% vs. 29% among those with a disability).



Those most likely to **be satisfied with the condition and maintenance of stairs** include:

- Those in the Southwest and Northeast (34% and 37% vs. 24% in the Southeast).
- Men (36% vs. 26% among women).
- Renters (35% vs. 29% among homeowners).
- Those born outside of Canada (37% vs. 28% among those born in Canada).
- Young adults (35% 18-34 vs. 27% 55+).
- Those who have lived in Calgary for <10 years (42% vs. 28% 30+ years).
- Those from lower-income households (36% <\$60K vs. 28% \$60K-\$119K).



Those most likely to **be satisfied with the condition and maintenance of pedestrian bridges** include:

- Men (48% vs. 38% among women).
- Those with no disability (44% vs. 28% among those with a disability).



Those most likely to **be satisfied with the condition and maintenance of walkways between houses** include:

- Men (36% vs. 24% among women).
- Renters (35% vs. 28% among homeowners).
- Those born outside of Canada (37% vs. 27% among those born in Canada).
- Young adults (38% 18-34 vs. 25% 35-54 and 27% 55+).
- Those who have lived in Calgary for <30 years (38% <10 years and 31% 10-29 years vs. 25% 30+ years).
- Those with no disability (31% vs. 19% among those with a disability).

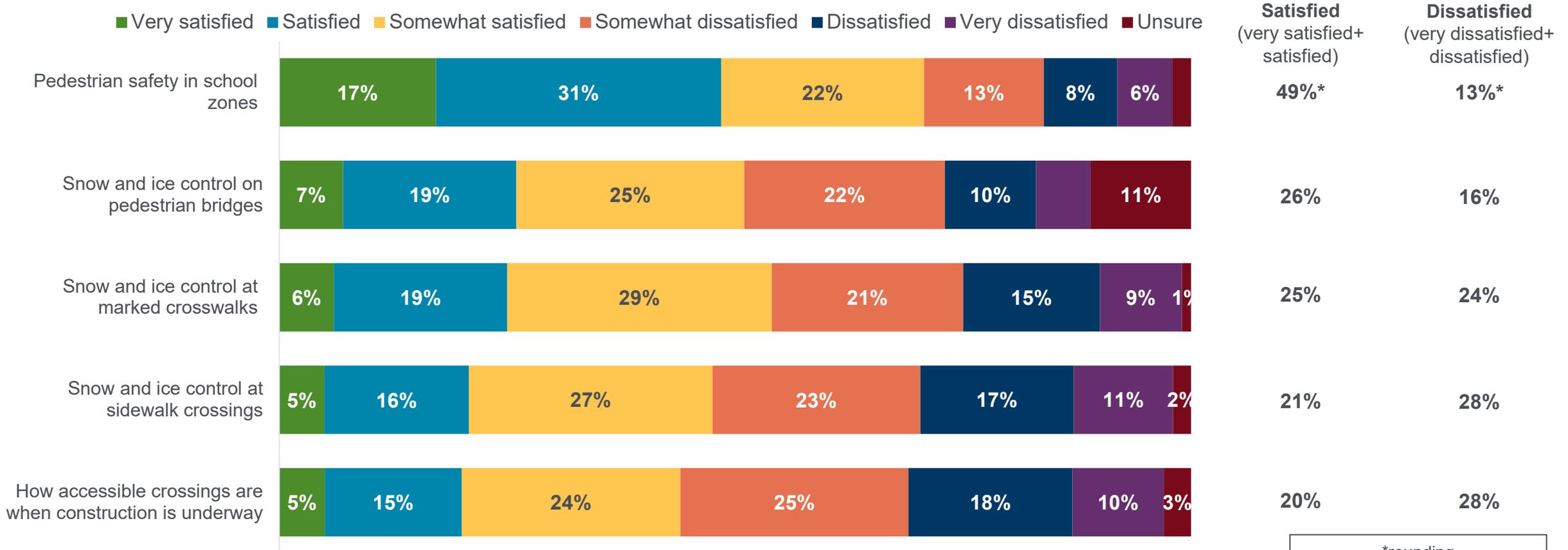
Q14. How satisfied are you with the following aspects of using sidewalks on city streets? Let's use the same scale.

Base: Those who use city sidewalks (n=1,862)



Satisfaction with using city sidewalks: safety and accessibility

Slightly more than one-half of pedestrians are satisfied with pedestrian safety in school zones (49%). One-quarter are satisfied with snow and ice control on pedestrian bridges (26%) and marked crosswalks (25%) but are slightly less satisfied with snow and ice control at sidewalk crossings (21%). One in five are satisfied with how accessible crossings are during construction (20%).



*rounding

Mentions of <3% are not shown

Q14. How satisfied are you with the following aspects of using sidewalks on city streets? Let's use the same scale.
Base: Those who use city sidewalks (n=1,862)

Satisfaction with using city sidewalks: safety and accessibility

Variations by sub-group



Those most likely to **be satisfied with pedestrian safety in school zones** include:

- Those in the Northwest and Southwest (51% and 52% vs. 41% in the Southeast).
- Men (56% vs. 41% among women).
- Renters (56% vs. 45% among homeowners).
- Racialized Calgarians (53% vs. 46% among non-Racialized).
- Those born outside of Canada (57% vs. 45% among those born in Canada).
- Those aged 18-34 and 55+ (55% and 50% vs. 43% 35-54).
- Those who have lived in Calgary for <10 years (61% vs. 48% 10-29 years and 45% 30+ years).
- Those from lower-income households (56% <\$60K vs. 49% \$60K-\$119K and 43% \$120K+).
- Those with no disability (50% vs. 36% among those with a disability).
- Those who do not identify as 2SLGBTQIA+ (50% vs. 38% among those who do).



Those most likely to **be satisfied with how accessible crossings are when construction is underway** include:

- Men (23% vs. 18% among women).
- Those with children at home (23% vs. 19% among those with no children).
- Racialized Calgarians (23% vs. 19% among non-Racialized).
- Those born outside of Canada (27% vs. 17% among those born in Canada).
- Those who have lived in Calgary for <10 years (28% vs. 18% 10-29 years and 19% 30+ years).
- Those who do not identify as 2SLGBTQIA+ (21% vs. 13% among those who do).

Q14. How satisfied are you with the following aspects of using sidewalks on city streets? Let's use the same scale.

Base: Those who use city sidewalks (n=1,862)



Satisfaction with using city sidewalks: safety and accessibility

Variations by sub-group



Those most likely to be satisfied with snow and ice control on pedestrian bridges include:

- Those in the Northeast (32% vs. 23% among those in the Southwest).
- Men (29% vs. 23% among women).
- Renters (32% vs. 24% among homeowners).
- Racialized Calgarians (30% vs. 24% among non-Racialized).
- Those born outside of Canada (34% vs. 22% among those born in Canada).
- Young adults (30% 18-34 vs. 24% 35-54 and 23% 55+).
- Those who have lived in Calgary for <10 years (39% vs. 24% 10-29 years and 23% 30+ years).
- Those from lower-income households (32% <\$60K vs. 25% \$60K-\$119K and 22% \$120K+).
- Those with no disability (27% vs. 13% among those with a disability).



Those most likely to be satisfied with snow and ice control at marked crosswalks include:

- Men (29% vs. 21% among women).
- Renters (29% vs. 24% among homeowners).
- Those born outside of Canada (28% vs. 24% among those born in Canada).
- Those who have lived in Calgary for <10 years (31% vs. 24% each 10-29 years and 30+ years).



Those most likely to be satisfied with snow and ice control at sidewalk crossings include:

- Men (24% vs. 18% among women).
- Renters (28% vs. 18% among homeowners).
- Racialized Calgarians (25% vs. 20% among non-Racialized).
- Those born outside of Canada (26% vs. 18% among those born in Canada).
- Those who have lived in Calgary for <10 years (30% vs. 19% 10-29 years and 20% 30+ years).
- Those from lower-income households (25% <\$60K vs. 19% \$120K+).

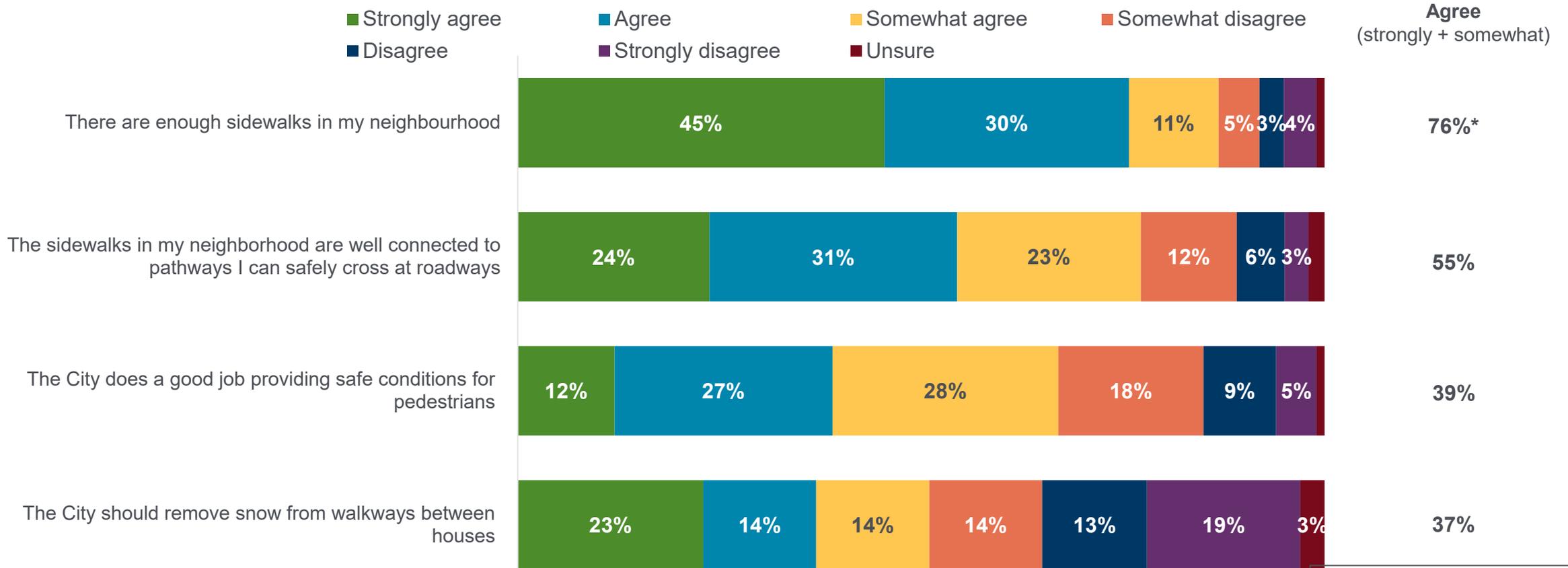
Q14. How satisfied are you with the following aspects of using sidewalks on city streets? Let's use the same scale.

Base: Those who use city sidewalks (n=1,862)



Views on using city sidewalks

More than three-quarters of pedestrians (76%) agree there are enough sidewalks where they live. More than one-half (55%) agree the sidewalks are well-connected to pathways that they can use to safely cross roadways. Four in ten (39%) agree The City does a good job of providing safe conditions for pedestrians, with a slightly lower share (37%) agreeing The City should remove snow from walkways between houses.



Q15. Please tell me if you agree or disagree with the following statements about using sidewalks. Here, a 1 means you strongly disagree and a 6 means you strongly agree.
 Base: Those who use city sidewalks (n=1,862)

*rounding

Mentions of <3% are not shown

Views on using city sidewalks

Variations by sub-group



Those most likely to **agree there are enough sidewalks in their neighbourhood** include:

- Men (79% vs. 73% among women).
- Non-Racialized Calgarians (78% vs. 71% among Racialized).
- Those born in Canada (78% vs. 70% among those born outside of Canada).
- Those from higher-income households (78% \$120K+ vs. 69% <\$60K).
- Those with no disability (77% vs. 63% among those with a disability).



Those most likely to **agree The City does a good job providing safe conditions for pedestrians** include:

- Men (43% vs. 35% among women).
- Renters (47% vs. 36% among homeowners).
- Those with children at home (42% vs. 37% among those with no children at home).
- Racialized Calgarians (44% vs. 36% among non-Racialized).
- Those born outside of Canada (49% vs. 34% among those born in Canada).
- Young adults (43% 18-34 vs. 37% 35-54).
- Those who have lived in Calgary for <10 years (51% vs. 37% 10-29 years and 35% 30+ years).
- Those from lower-income households (48% <\$60K vs. 38% \$60K-\$119K and 37% \$120K+).
- Those who do not have a disability (40% vs. 26% among those who do).

Q15. Please tell me if you agree or disagree with the following statements about using sidewalks. Here, a 1 means you strongly disagree and a 6 means you strongly agree.
Base: Those who use city sidewalks (n=1,862)

Views on using city sidewalks

Variations by sub-group



Those most likely to **agree sidewalks in their neighbourhood are well connected to pathways** include:

- Those in the Southwest (59% vs. 49% in the Northeast).
- Men (60% vs. 51% among women).
- Those with children at home (59% vs. 53% among those with no children at home).
- Those who do not have a disability (57% vs. 42% among those with a disability).
- Those who don't identify as 2SLGBTQIA+ (56% vs. 43% among those who do).



Those most likely to **agree The City should remove snow from walkways between houses** include:

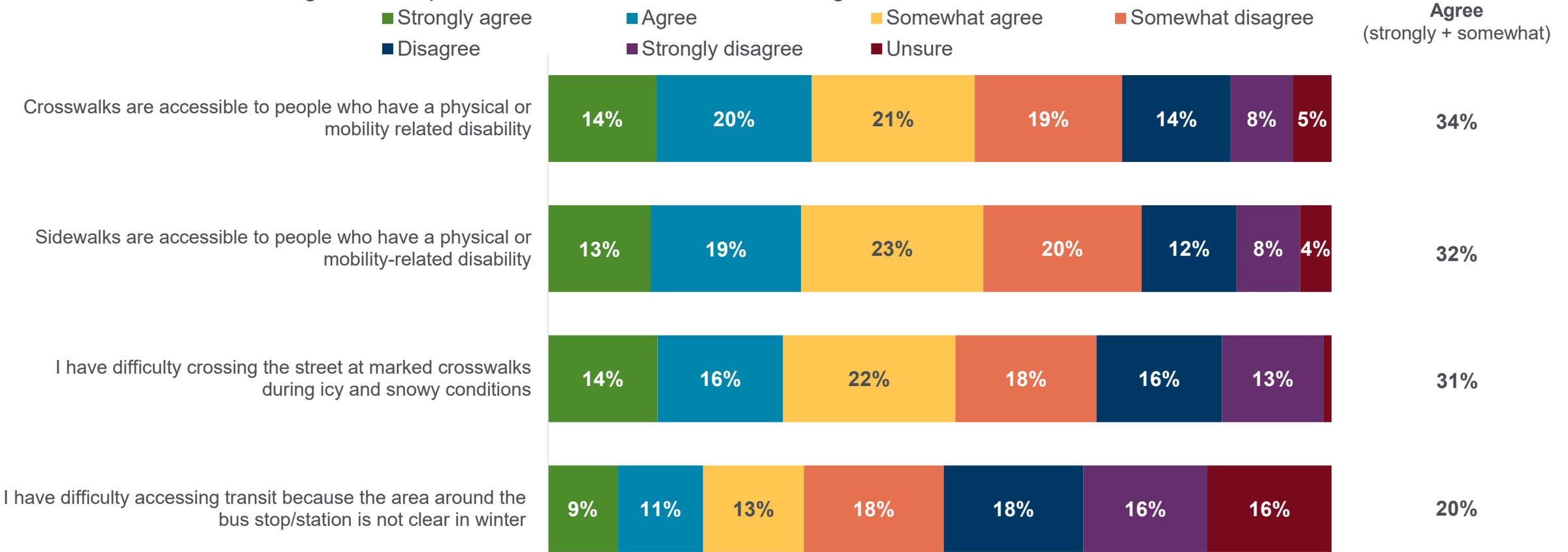
- Those in the Northeast (44% vs. 34% in the Southwest).
- Women (40% vs. 34% among men).
- Renters (47% vs. 34% among homeowners).
- Non-Indigenous Calgarians (37% vs. 22% among Indigenous).
- Racialized Calgarians (45% vs. 33% among non-Racialized).
- Those born outside of Canada (50% vs. 31% among those born in Canada).
- Those who have lived in Calgary for <10 years (48% vs. 37% 10-29 years and 33% 30+ years).
- Those from lower-income households (42% <\$60K vs. 33% \$120K+).
- Those who identify as 2SLGBTQIA+ (46% vs. 37% among those who do not identify as 2SLGBTQIA+).

Q15. Please tell me if you agree or disagree with the following statements about using sidewalks. Here, a 1 means you strongly disagree and a 6 means you strongly agree.
Base: Those who use city sidewalks (n=1,862)



Views on using city sidewalks (continued)

Roughly one-third agree crosswalks (34%) and sidewalks (32%) are accessible for those who have a physical or mobility-related disability. Three in ten (31%) agree they have difficulty crossing the street at marked crosswalks when there is snow or ice, while one in five (20%) agree they have a hard time accessing transit stops because the area is not clear during the winter.



Q15. Please tell me if you agree or disagree with the following statements about using sidewalks. Here, a 1 means you strongly disagree and a 6 means you strongly agree.

Base: Those who use city sidewalks (n=1,862)

*rounding

Mentions of <3% are not shown

Views on using city sidewalks

Variations by sub-group



Those most likely to **agree crosswalks are accessible to people who have a physical or mobility-related disability** include:

- Men (39% vs. 28% among women).
- Those with children at home (38% vs. 32% among those with no children).
- Racialized Calgarians (38% vs. 32% among non-Racialized).
- Those born outside of Canada (39% vs. 31% among those born in Canada).
- Those who have lived in Calgary for <10 years (42% vs. 30% 10-29 years).
- Those from lower and middle-income households (38% <\$60K and 35% \$60K-\$119K vs. 29% \$120K+).
- Those who do not identify as 2SLGBTQIA+ (35% vs. 17% among those who do).



Those most likely to **agree sidewalks are accessible to people who have a physical or mobility-related disability** include:

- Those in the Northeast (39% vs. 29% among those in the Southeast).
- Men (38% vs. 27% among women).
- Racialized Calgarians (39% vs. 29% among non-Racialized).
- Those born outside of Canada (39% vs. 29% among those born in Canada).
- Those who have lived in Calgary for <10 years (40% vs. 31% each 10-29 years and 30+ years).
- Those from lower-income households (39% <\$60K vs. 32% \$60K-\$119K and 27% \$120K+).
- Those who do not identify as 2SLGBTQIA+ (34% vs. 15% among those who do).

Q15. Please tell me if you agree or disagree with the following statements about using sidewalks. Here, a 1 means you strongly disagree and a 6 means you strongly agree.
Base: Those who use city sidewalks (n=1,862)



Views on using city sidewalks

Variations by sub-group



Those most likely to **agree they have difficulty crossing the street at marked crosswalks during icy and snowy conditions** include:

- Women (38% vs. 23% among men).
- Renters (37% vs. 28% among homeowners).
- Racialized Calgarians (34% vs. 29% among non-Racialized).
- Those born outside of Canada (36% vs. 28% among those born in Canada).
- Those with a disability (48% vs. 29% among those with no disability).
- Those who identify as 2SLGBTQIA+ (39% vs. 31% among those who don't).



Those most likely to **agree they have difficulty accessing transit because the area around the bus stop/station is not clear in winter** include:

- Those in the Northwest (23% vs. 16% among those in the Southeast).
- Renters (24% vs. 17% among homeowners).
- Racialized Calgarians (23% vs. 18% among non-Racialized).
- Those born outside of Canada (25% vs. 17% among those born in Canada).
- Those who have lived in Calgary for <10 years (27% vs. 19% 10-29 years and 17% 30+ years).
- Those from lower and middle-income households (26% <\$60K and 21% \$60K-\$119K vs. 12% \$120K+).
- Those with a disability (29% vs. 19% among those with no disability).

Q15. Please tell me if you agree or disagree with the following statements about using sidewalks. Here, a 1 means you strongly disagree and a 6 means you strongly agree.
 Base: Those who use city sidewalks (n=1,862)

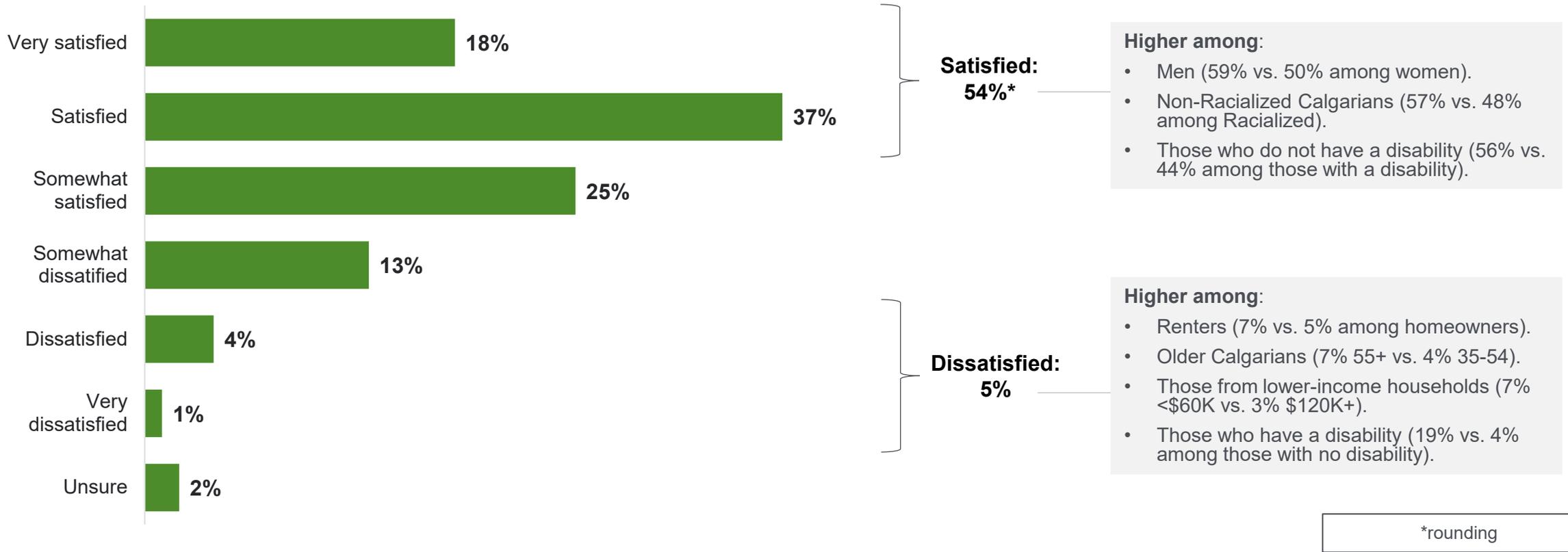


Walking pathways



Pedestrian satisfaction with condition of pathways

More than one-half are satisfied with the condition of pathways in the city (54%), with relatively few (5%) expressing dissatisfaction.



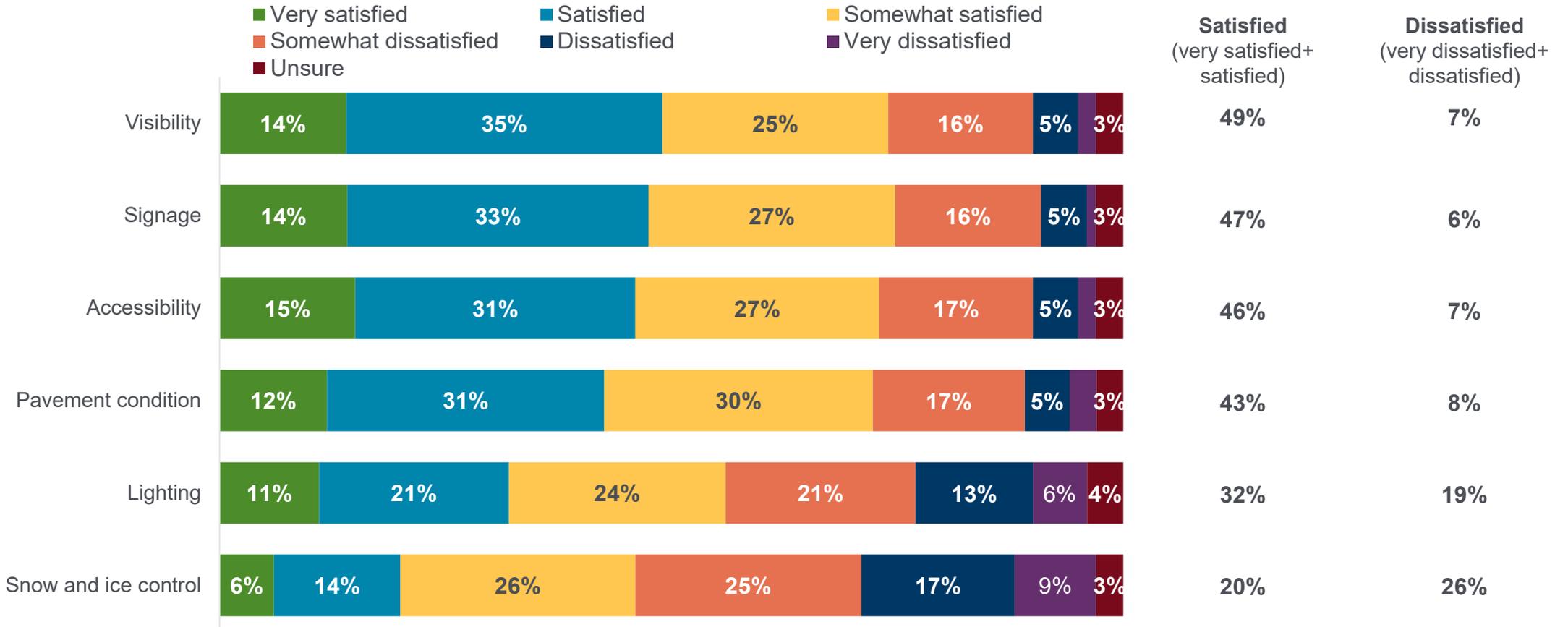
Q17. Overall, how satisfied are you with the condition of pathways in Calgary? Pathways are off the street, separate from the roadway and are shared by pedestrians, cyclists, skateboarders and in-line skaters. Let's use a 1-6 scale, where 1 means you are very dissatisfied and a 6 means you are very satisfied.

Base: Those who use city pathways (n=1,796)



Satisfaction with aspects of city pathways

Nearly one-half are satisfied with the visibility (49%), signage (47%), accessibility (46%) and pavement condition along city pathways (43%), while fewer are satisfied with lighting (32%) and snow and ice control (20%).



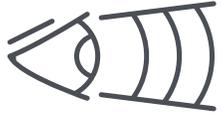
Q18. How satisfied are you with the following aspects of pathways? Let's use the same scale.
Base: Those who use city pathways (n=1,796)

Mentions of <3% are not shown



Satisfaction with aspects of city pathways

Variations by sub-group



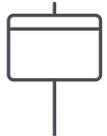
Those most likely to **be satisfied with visibility** include:

- Men (53% vs. 46% among women).



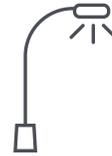
Those most likely to **be satisfied with the condition of the pavement** include:

- Men (48% vs. 38% among women).
- Those who have lived in Calgary for <10 years (50% vs. 39% 10-29 years).



Those most likely to **be satisfied with signage** include:

- Men (50% vs. 45% among women).
- Those with children at home (51% vs. 45% among those with no children).
- Those who have lived in Calgary for 30+ years (51% vs. 44% 10-29 years).



Those most likely to **be satisfied with lighting** include:

- Men (36% vs. 28% among women).
- Renters (37% vs. 30% among homeowners).
- Those born outside of Canada (41% vs. 27% among those born in Canada).
- Those who have lived in Calgary for <10 years (42% vs. 32% 10-29 years and 27% 30+ years).
- Those who do not identify as 2SLGBTQIA+ (33% vs. 22% among those who do).



Those most likely to **be satisfied with accessibility** include:

- Men (54% vs. 39% among women).
- Middle-aged and older Calgarians (48% 35-54 and 51% 55+ vs. 40% 18-34).
- Those who do not identify as 2SLGBTQIA+ (47% vs. 35% among those who do).



Those most likely to **be satisfied with snow and ice control** include:

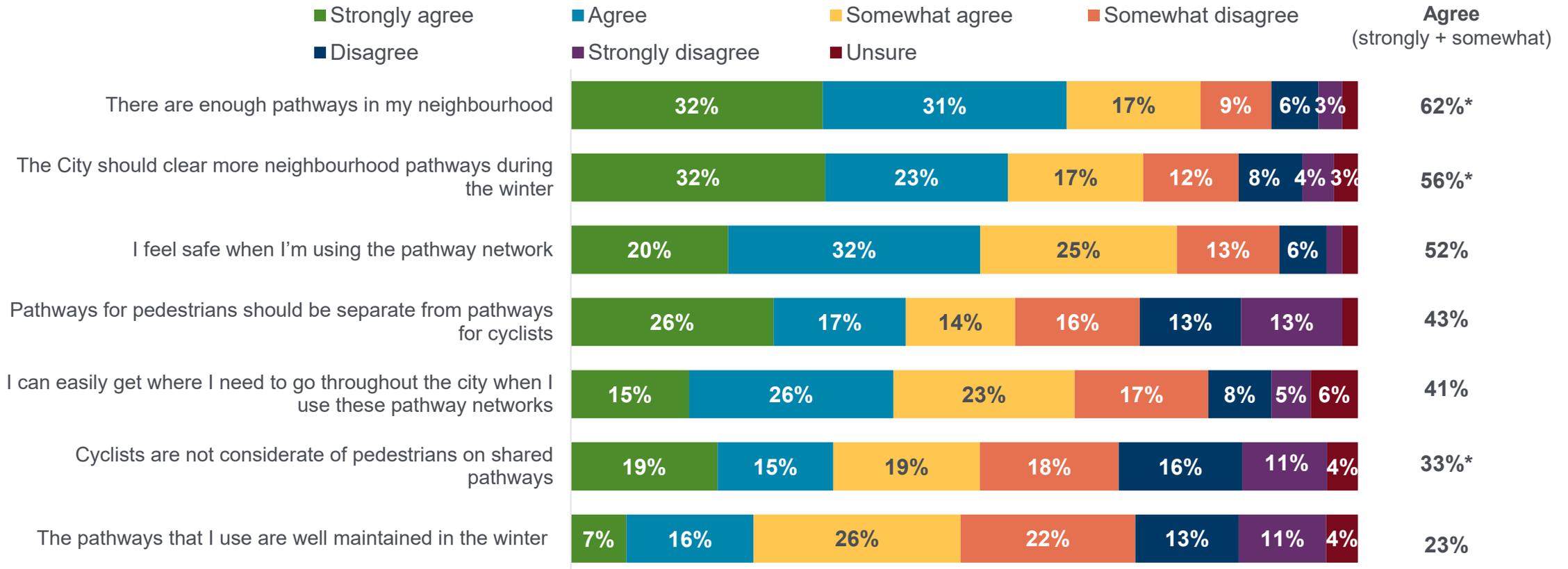
- Men (23% vs. 18% among women).
- Indigenous Calgarians (38% vs. 20% among non-Indigenous).
- Those who have lived in Calgary for <10 years and 30+ years (23% each vs. 17% 10-29 years).

Q18. How satisfied are you with the following aspects of pathways? Let's use the same scale.
Base: Those who use city pathways (n=1,796)



Views on city pathways

Nearly two-thirds of Calgarians agree there are enough pathways in their neighbourhood (62%) and more than half say they feel safe using them (52%). More than half (56%) believe The City should clear more of them in the winter.



*rounding

Mentions of <3% are not shown

Q19. Please tell me if you agree or disagree with the following statements about pathways. Here, a 1 means you strongly disagree and a 6 means you strongly agree:

Base: Those who use city sidewalks (n=1,796)



Views on city pathways

Variations by sub-group



Those most likely to **agree there are enough pathways in their neighbourhood** include:

- Men (65% vs. 60% among women).
- Homeowners (64% vs. 58% among renters).
- Non-Racialized Calgarians (64% vs. 57% among Racialized).
- Those born in Canada (64% vs. 58% among those born outside of Canada).
- Older Calgarians (66% 55+ vs. 58% 18-34).
- Those who have lived in Calgary for 30+ years (69% vs. 57% <10 years and 59% 10-29 years).
- Those from higher-income households (66% \$120K+ vs. 58% <\$60K and 59% \$60K-\$119K).



Those most likely to **agree they feel safe when using the pathway network** include:

- Men (60% vs. 43% among women).
- Those born outside Canada (55% vs. 50% among those born in Canada).
- Those with no disability (53% vs. 38% among those with a disability).

Q19. Please tell me if you agree or disagree with the following statements about pathways. Here, a 1 means you strongly disagree and a 6 means you strongly agree.
Base: Those who use city sidewalks (n=1,796)



Those most likely to **agree The City should clear more neighbourhood pathways during the winter** include:

- Those in the Northeast (68% vs. 55% SE, 54% NW, and 49% SW).
- Women (60% vs. 51% among men).
- Renters (64% vs. 52% among homeowners).
- Racialized Calgarians (64% vs. 52% among non-Racialized).
- Those born outside Canada (67% vs. 50% among those born in Canada).
- Young adults (64% 18-34 vs. 53% 35-54 and 49% 55+).
- Those who have lived in Calgary for less than 10 years (69% vs. 47% 30+ years).
- Those from lower-income households (67% <\$60K vs. 48% \$120K+).

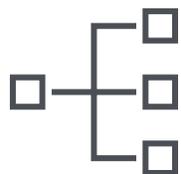


Those most likely to **agree pathways for pedestrians should be separate from pathways for cyclists** include:

- Women (50% vs. 37% among men).
- Renters (50% vs. 40% among homeowners).
- Racialized Calgarians (48% vs. 41% among non-Racialized).
- Those born outside Canada (51% vs. 39% among those born in Canada).
- Those who have lived in Calgary for less than 30 years (52% <10 years and 41% each 10-29 years and 30+ years).
- Those from lower-income households (51% <\$60K vs. 36% \$120K+ and 43% \$60K-\$119K).

Views on city pathways

Variations by sub-group



Those most likely to **agree they can easily get where they need to go throughout the city when they use pathway networks** include:

- Men (45% vs. 36% among women).
- Renters (46% vs. 38% among homeowners).
- Those with children at home (44% vs. 39% among those with no children at home).



Those most likely to **agree cyclists are not considerate of pedestrians on shared pathways** include:

- Women (36% vs. 30% among men).
- Older Calgarians (37% 55+ vs. 30% 18-34).
- Those who have lived in Calgary for 30+ years (40% vs. 26% <10 years and 30% 10-29 years).



Those most likely to **agree the pathways that they use are well maintained in the winter** include:

- Men (26% vs. 21% among women).
- Those who have lived in Calgary for 30+ years (26% vs. 21% 10-29 years).

Q19. Please tell me if you agree or disagree with the following statements about pathways. Here, a 1 means you strongly disagree and a 6 means you strongly agree.
Base: Those who use city sidewalks (n=1,796)

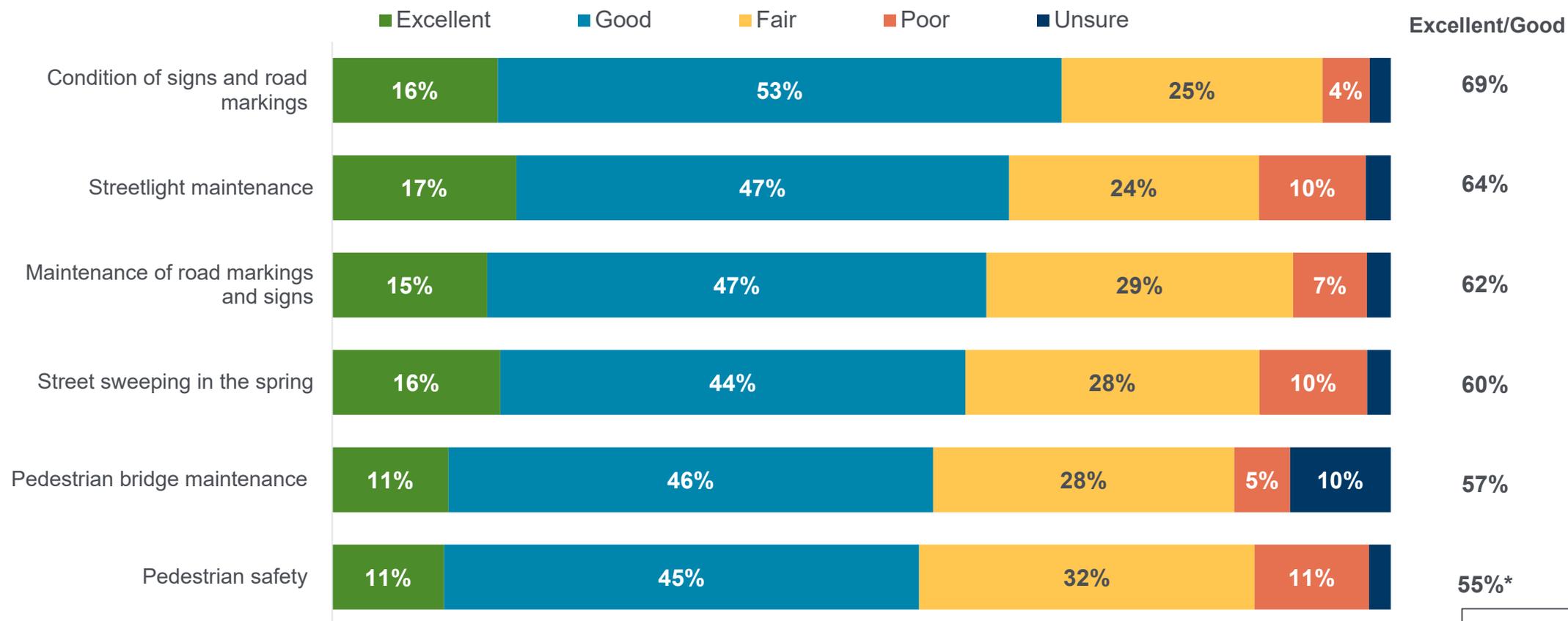


Perceived value for money



Views on value for money

More than two-thirds of Calgarians feel they get excellent or good value for the money when it comes to what The City spends on signs and road markings (69%), and slightly fewer believe they get excellent or good value for their money when it comes to streetlight maintenance (64%), maintenance of road markings and signs (62%) and streetway sweeping in the spring (60%).



Q20. Do you think you generally get excellent, good, fair or poor value for the money The City of Calgary spends on ...
 Base: All respondents (n=2,000)

*rounding

Mentions of <3% are not shown



Views on value for money

Variations by sub-group



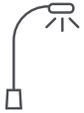
Those most likely to **indicate they get good or excellent value for the condition of signs and road markings** include:

- Non-Racialized Calgarians (71% vs. 65% among Racialized residents).



Those most likely to **indicate they get good or excellent value for street sweeping in spring** include:

- Those with no children at home (62% vs. 56% among those with children).
- Older Calgarians (67% 55+ vs. 60% 18-34 and 55% 35-54).
- Those who identify as 2SLGBTQIA+ (72% vs. 59% among those who do not).



Those most likely to **indicate they get good or excellent value for streetlight maintenance** include:

- Those in the Southeast (68% vs. 58% among those in the Northwest).



Those most likely to **indicate they get good or excellent value for pedestrian bridge maintenance** include:

- Non-Racialized Calgarians (60% vs. 50% among Racialized).



Those most likely to **indicate they get good or excellent value for maintenance of road markings and signs** include:

- Women (65% vs. 59% among men).
- Non-Racialized Calgarians (64% vs. 57% among Racialized residents).



Those most likely to **indicate they get good or excellent value for pedestrian safety** include:

- Men (59% vs. 52% among women).
- Those born outside of Canada (59% vs. 54% among those born in Canada).
- Young adults (59% 18-34 vs. 52% 35-54).
- Those who have lived in Calgary for less than 10 years (65% vs. 53% 10-29 years and 55% 30+ years).

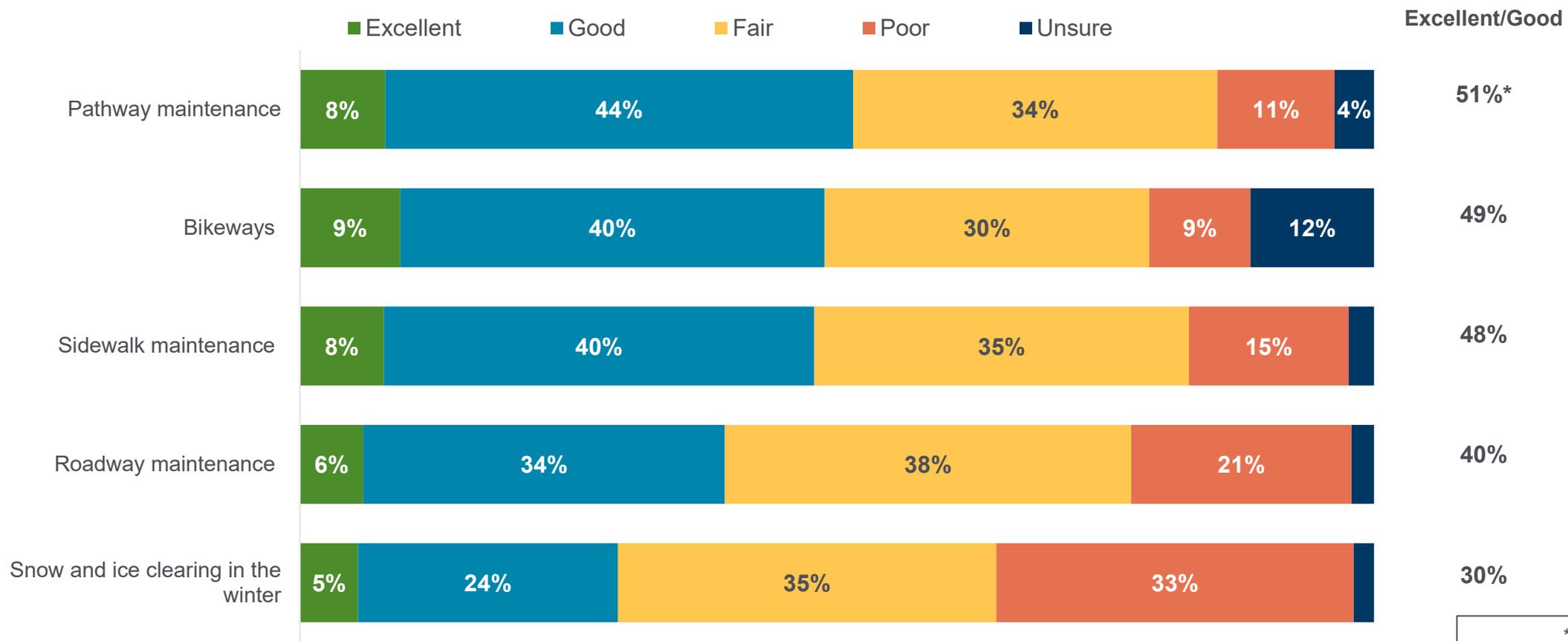
Q20. Do you think you generally get excellent, good, fair or poor value for the money The City of Calgary spends on ...

Base: All respondents (n=2,000)



Views on value for money (continued)

More than half of Calgarians feel they receive excellent or good value for the money spent on pathway maintenance (51%), followed closely by bikeways (49%) and sidewalk maintenance (48%). Fewer believe that they get excellent or good value for their money when it comes to roadway maintenance (40%) and snow and ice clearing in the winter (30%).



*rounding

Mentions of <3% are not shown

Q20. Do you think you generally get excellent, good, fair or poor value for the money The City of Calgary spends on ...
 Base: All respondents (n=2,000)



Views on value for money

Variations by sub-group



Those most likely to **indicate they get good or excellent value for bikeways** include:

- Those in the Southeast (53% vs. 45% among those in the Southwest).



Those most likely to **indicate they get good or excellent value for sidewalk maintenance** include:

- Those born outside of Canada (52% vs. 46% among those born in Canada).
- Those who have lived in Calgary for less than 10 years (54% vs. 44% 10-29 years).
- Those who identify as 2SLGBTQIA+ (59% vs. 47% among those who don't).



Those most likely to **indicate they get good or excellent value for roadway maintenance** include:

- Renters (47% vs. 37% among homeowners).
- Those born outside of Canada (47% vs. 36% among those born in Canada).
- Young adults (44% 18-34 vs. 36% 35-54).
- Those who have lived in Calgary for less than 10 years (56% vs. 37% 10-29 years and 35% 30+ years).



Those most likely to **indicate they get good or excellent value for snow and ice clearing in the winter** include:

- Men (33% vs. 26% among women).
- Those who have lived in Calgary for 30+ years (33% vs. 27% 10-29 years).

Q20. Do you think you generally get excellent, good, fair or poor value for the money The City of Calgary spends on ...

Base: All respondents (n=2,000)



Key driver analysis results

How to read a driver and quadrant analysis

A driver analysis shows the relationship between specific survey variables. This analysis explains the extent to which one or more scale questions in the survey (the independent variables) influence a dependent variable. In this case, we are measuring how overall satisfaction with specific components of The City's Mobility network is influenced by satisfaction with specific elements of these features. The dependent variables are:

- Main/collector roadways
- Neighbourhood streets
- Dedicated bike lanes
- Sidewalks
- Cycling and walking pathways

On the following pages, the scores for each element of satisfaction (the beta scores) are shown. These are decimals to the hundredth decimal place (e.g. 0.241) and range from 1 to -1. Variables that have a statistically significant bearing (at the 95% confidence level) on overall satisfaction with this area are highlighted in a different colour in the graph. The adjusted R^2 measure (a score between 0 and 1, shown at the bottom of each slide) identifies the strength of the relationship between the dependent variable and the independent variable. A score of 0.4 or higher is quite strong.

As well, we plot the items on a quadrant analysis that compares the derived importance (the beta scores) with their overall satisfaction score (5-6 on a 6-point scale). Only variables that are statistically significant are shown in the quadrant analysis. This analysis provides strategic direction on which variables are most critical for The City to address.

- Critical weaknesses (top left) are issues that are more important to residents but have lower levels of satisfaction and should be addressed.
- Critical strengths (top right) are things that residents prioritize, and that The City is doing well.
- Latent strengths (bottom right) are things The City does well, but that may not be such a high strategic priority.
- Latent weaknesses (bottom left) are lower-performing areas that are also of relatively little concern.



Key driver analysis: main/collector roadways



Most items have at least some bearing on overall satisfaction with main/collector streets, with the overall condition of the pavement and the time it takes to repair potholes being the biggest drivers of satisfaction.

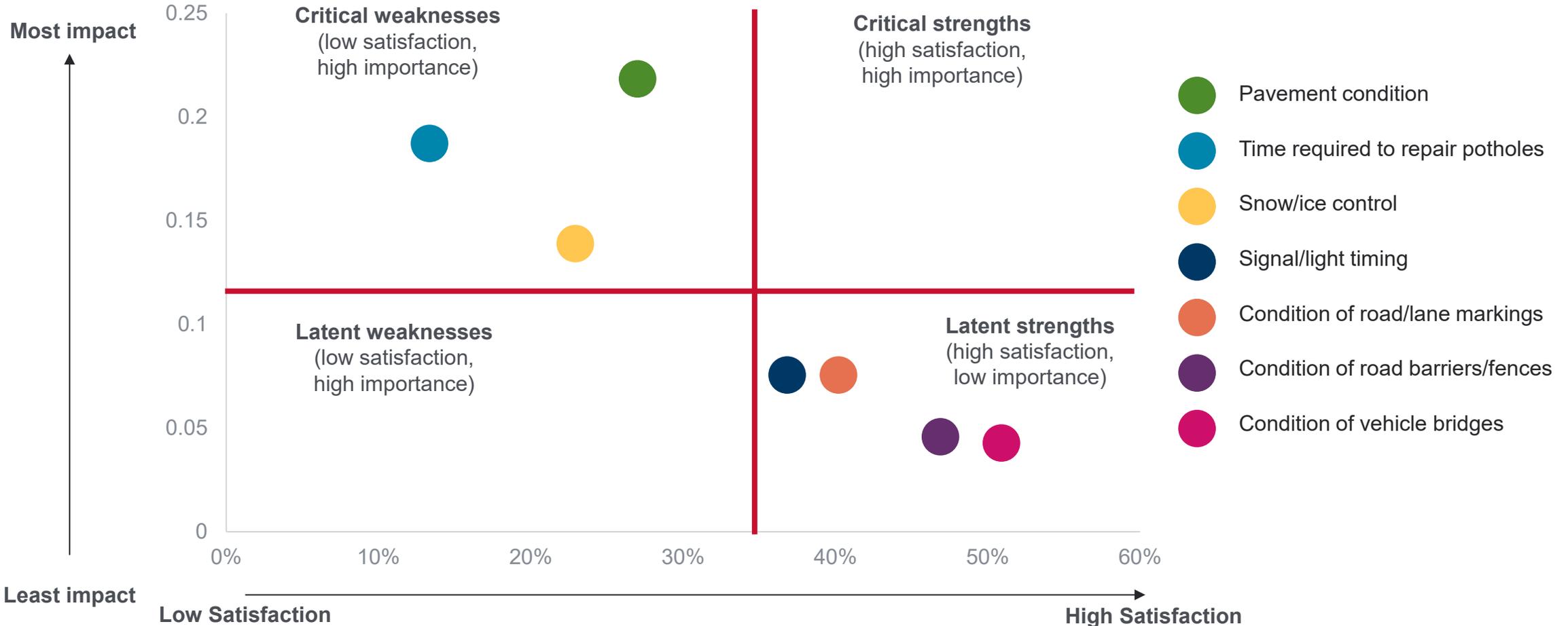




Driver analysis results: main/collector roadways



The time required to repair potholes, the condition of pavement and the level of snow and ice control are key elements for The City to improve in order to increase satisfaction with main/collector roadways.

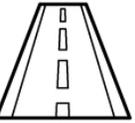


Adjusted R² - condition of main/collector roadways: 0.484

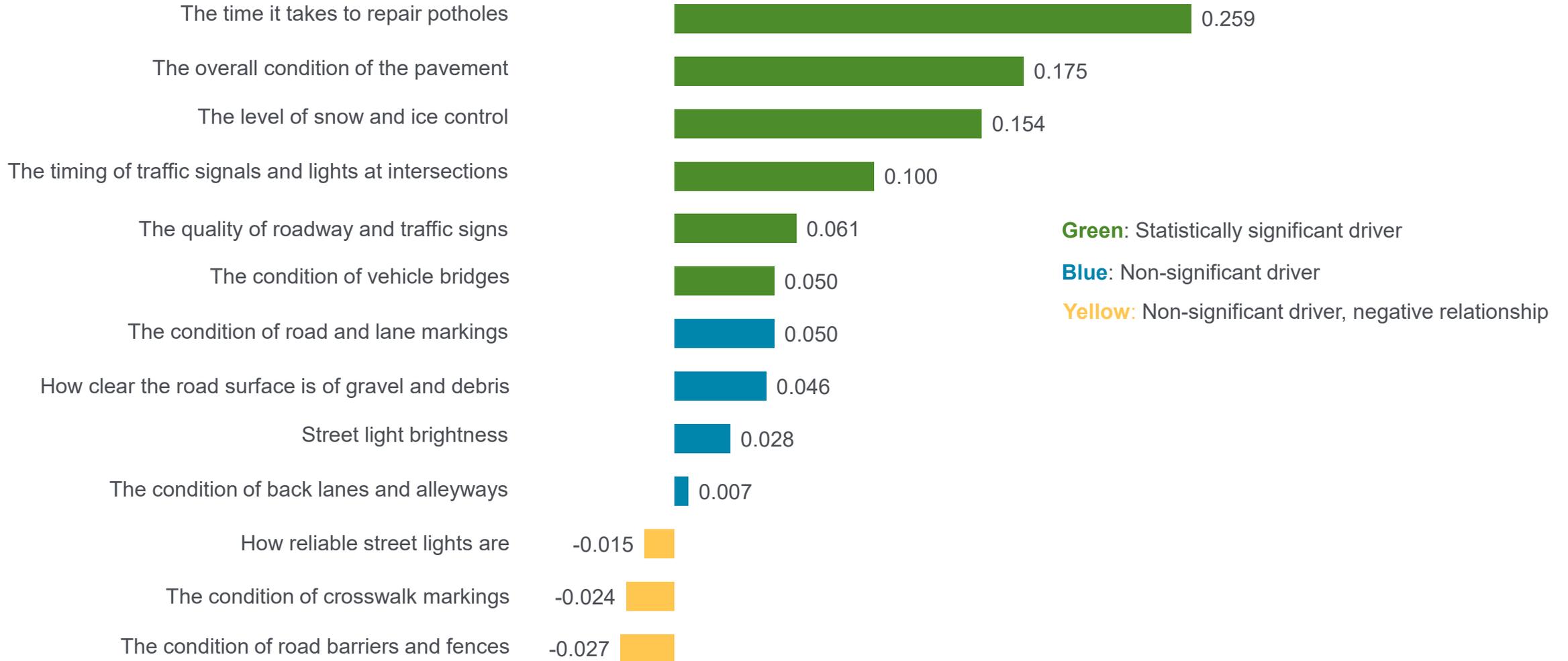
*Only statistically significant drivers are shown in the quadrant analysis



Key driver analysis: other neighbourhood roadways



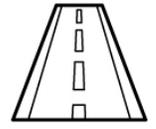
The time it takes to repair potholes has the strongest bearing on satisfaction with the condition of neighbourhood streets. Pavement condition, the level of snow and ice control and traffic signal/light timing are secondary considerations.



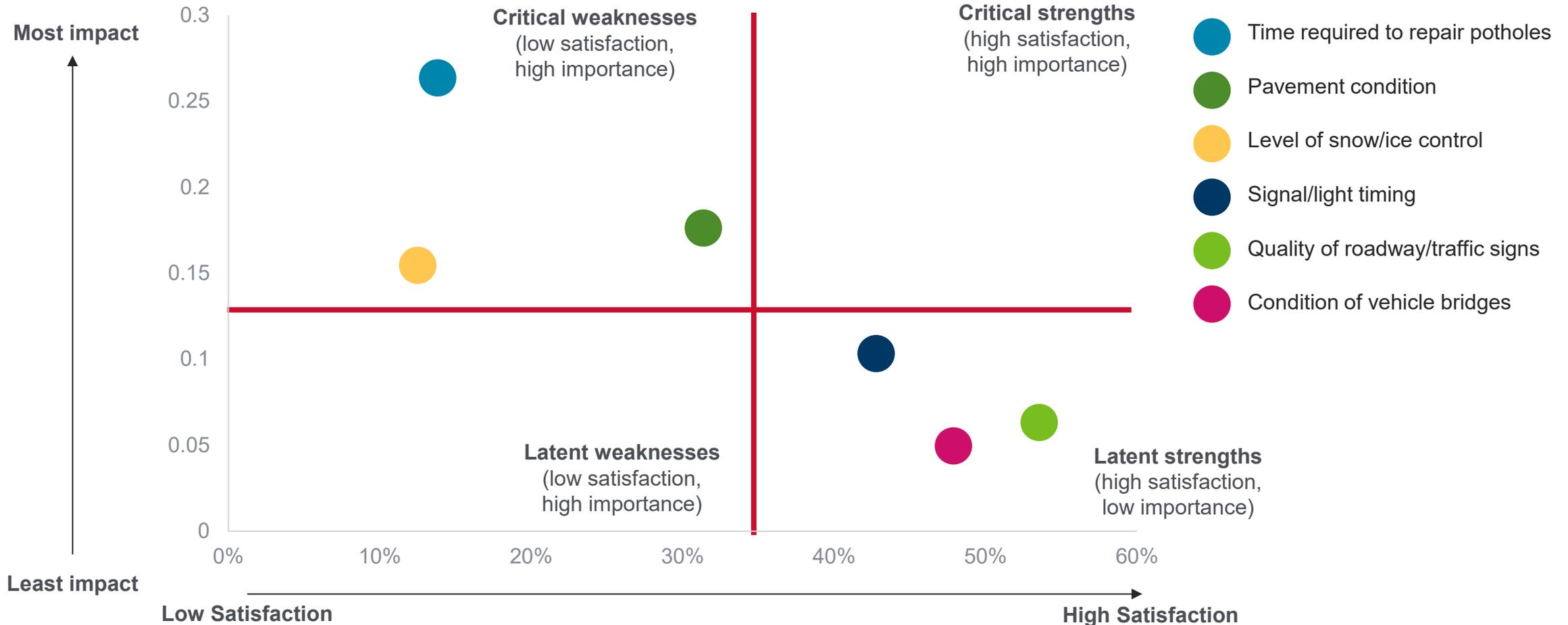
Adjusted R² – neighbourhood streets: 0.418 (strong relationship)



Quadrant analysis: neighbourhood streets



Again, the time required for pothole repairs is the most critical weakness, with pavement condition and the level of snow and ice control also falling in this category.



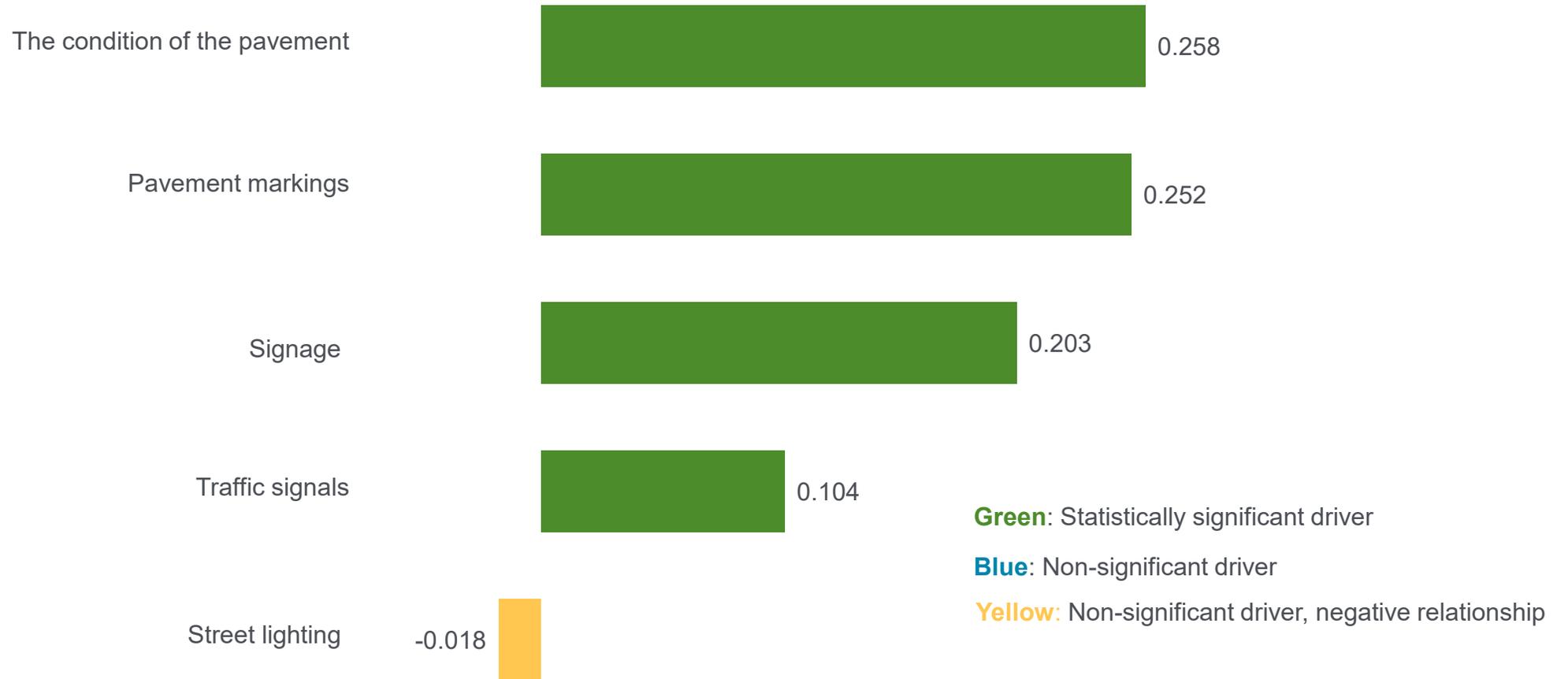
Adjusted R² – neighbourhood streets: 0.418

*Only statistically significant drivers are shown in the quadrant analysis

Key driver analysis: dedicated bikeways

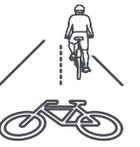


The condition of the pavement, the markings on the pavement and the signage have the greatest bearing on satisfaction with the condition of dedicated bikeways. Traffic signals are a secondary driver of satisfaction, not being quite as important in this regard.

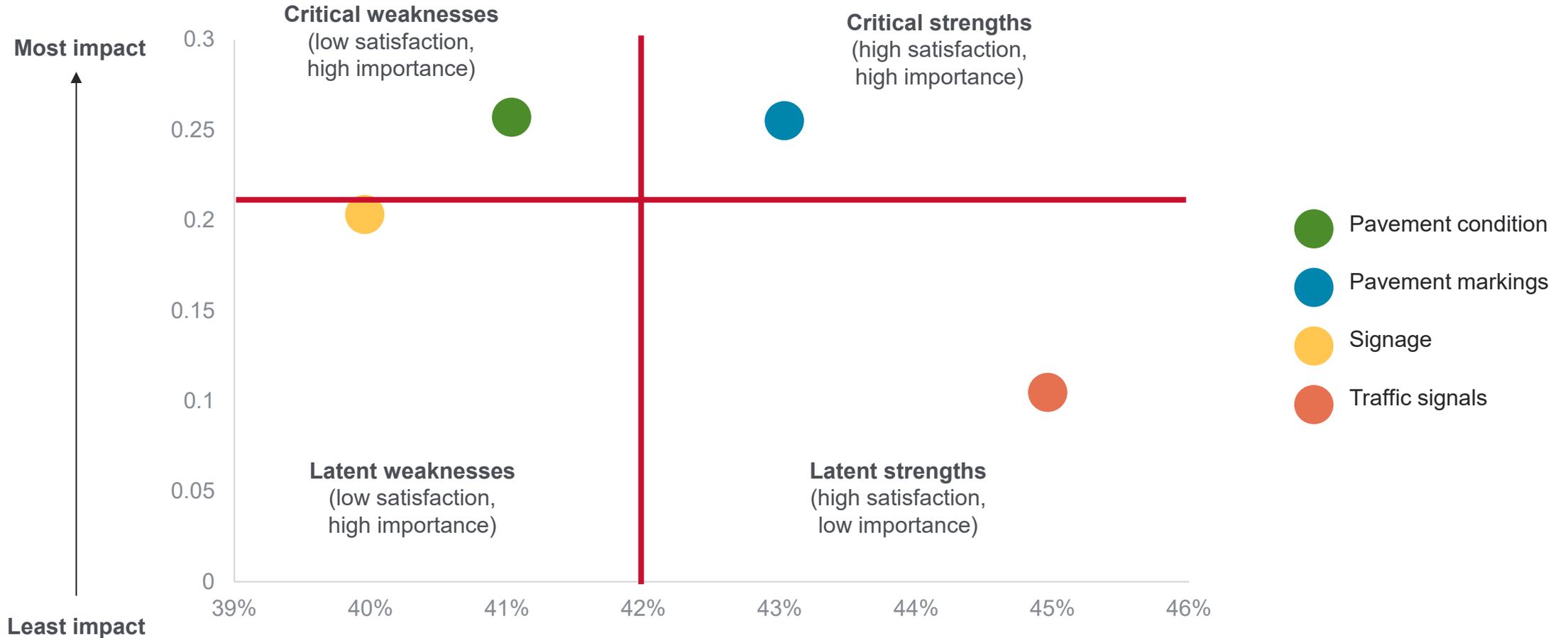


Adjusted R² – dedicated bikeways: 0.422 (strong relationship)

Quadrant analysis: dedicated bikeways



Pavement markings are a key area of strength to build upon, while the pavement condition is the most critical concern.



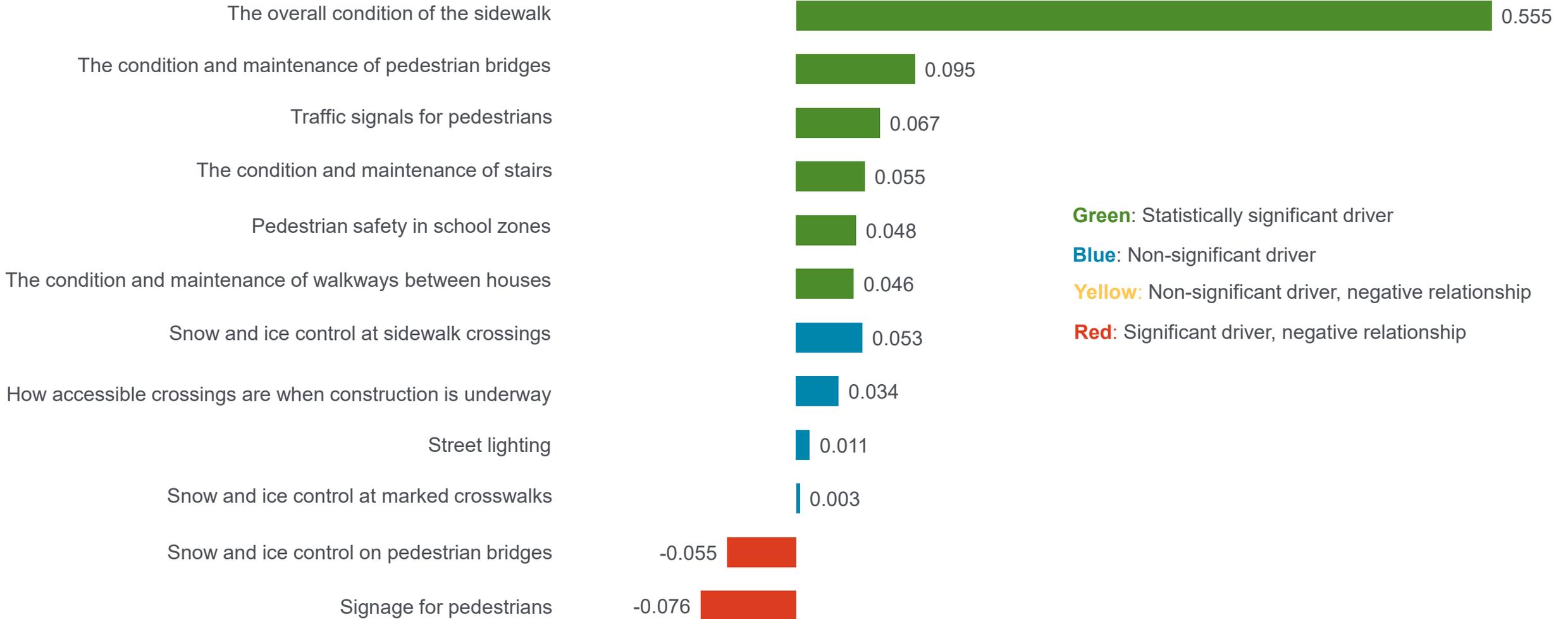
Adjusted R² - condition of dedicated bikeways: 0.422

*Only statistically significant drivers are shown in the quadrant analysis

Key driver analysis: sidewalks



The overall condition of the sidewalk is by far the most important factor influencing satisfaction with sidewalks, with pedestrian bridge maintenance and traffic signals having a much weaker relationship with sidewalk satisfaction. Snow and ice control on pedestrian bridges and pedestrian signage have an inverse relationship with overall satisfaction with sidewalks.

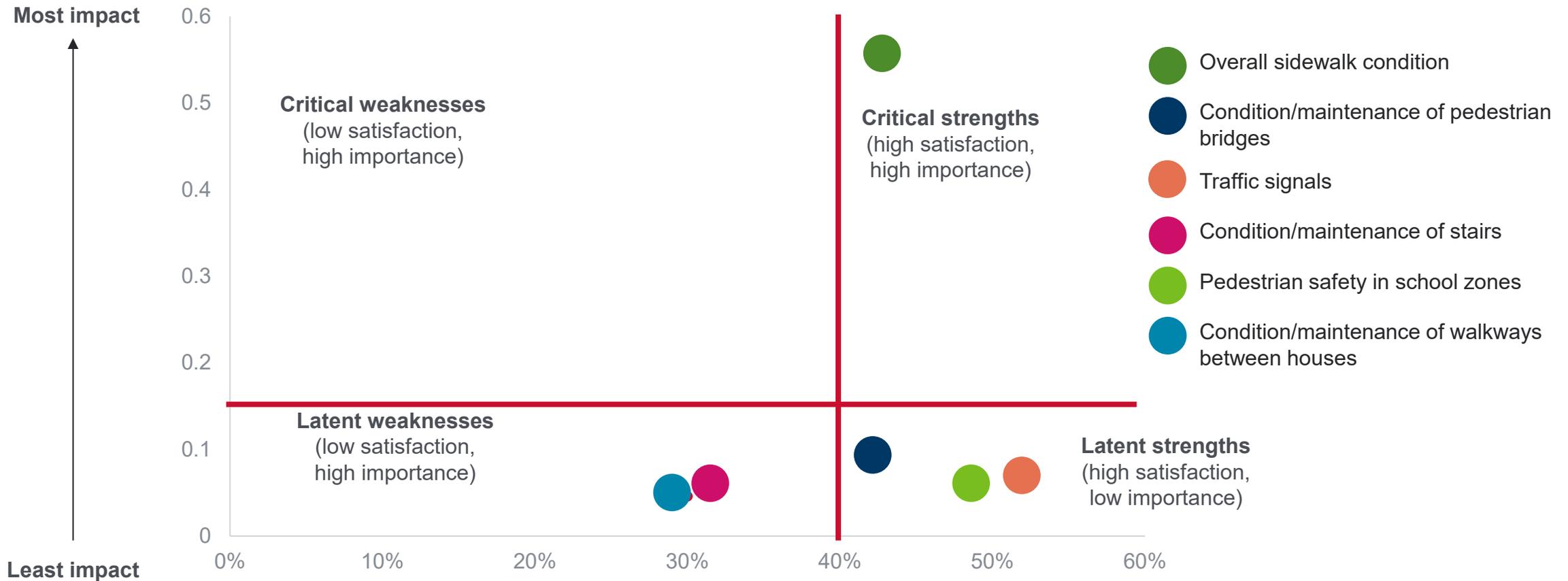


Green: Statistically significant driver
Blue: Non-significant driver
Yellow: Non-significant driver, negative relationship
Red: Significant driver, negative relationship

Quadrant analysis: condition of sidewalks



The overall condition of sidewalks stands out for being so important – and also as an area where The City is viewed as doing a relatively good job.



Adjusted R² – condition of sidewalks: 0.508

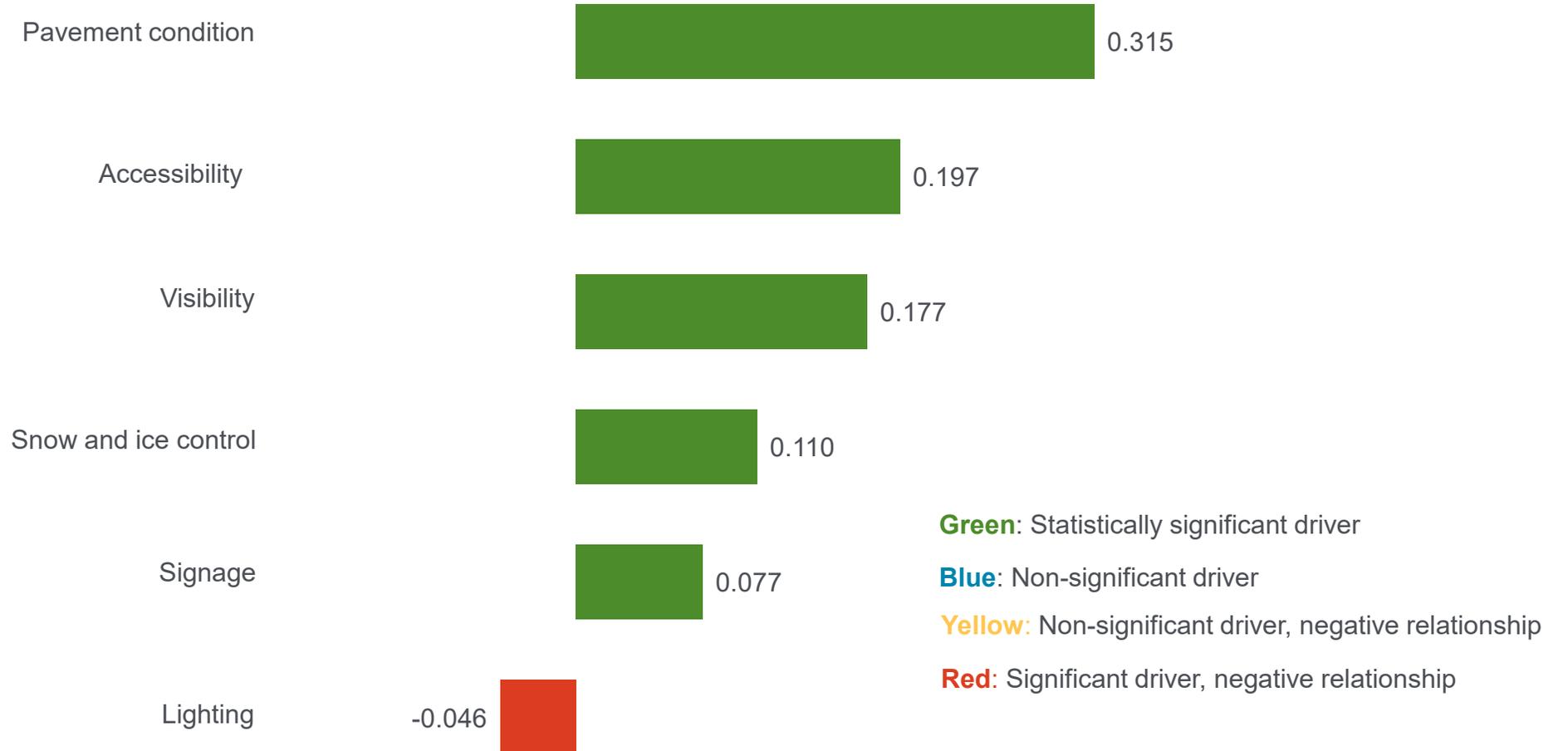
*Only statistically significant drivers are shown in the quadrant analysis



Key driver analysis: pathways



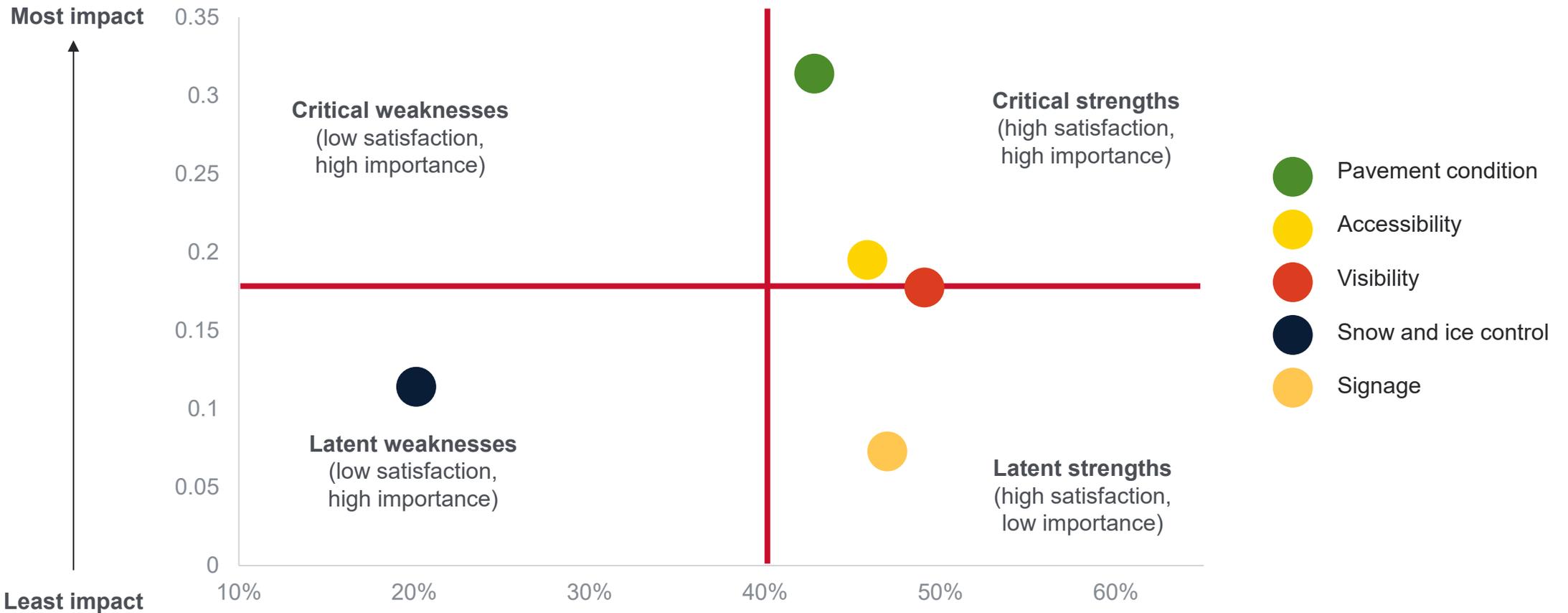
As with sidewalks, the condition of the pavement plays a major role in influencing residents' satisfaction with pathways, with accessibility and visibility showing up as important yet secondary drivers. Snow and ice control and signage have a weaker relationship with overall satisfaction.



Quadrant analysis: condition of pathways



Pavement condition is the strongest area for The City, with the level of snow and ice control being identified as somewhat of a perceived weakness.



Adjusted R² – pathways: 0.452

*Only statistically significant drivers are shown in the quadrant analysis



Summary of Results by Equity Deserving Communities (EDCs)



Summary: Equity Deserving Communities (EDCs) and Populations of Interest

- At the request of the Mobility business unit, Equity Deserving Communities (EDC) were oversampled in the survey to gain an understanding of their perceptions and experiences using Mobility services such as roads, pathways, sidewalks and bikeways and if the services provided meet their expectations.
- This section of the report contains a summary of information on all areas of significant difference for the following EDC groups:

| Equity Deserving Community | Sample size |
|--|-------------|
| 2SLGBTQIA+ Calgarians | N=207 |
| Indigenous peoples living in Calgary | N=57 |
| Racialized Calgarians | N=532 |
| Calgarians with a disability | N=281 |
| Calgarians with an income <\$60,000 a year | N=433 |
| Individuals born outside of Canada | N=646 |
| Younger adults aged 18-34 | N=281 |
| Seniors aged 55+ | N=979 |

Only measures that are significantly different are noted in this section. To interpret the results, the percentage differences are noted in brackets next to measure as follows (EDC% vs. Non-EDC%).

Please note: With some relatively small sample sizes, findings should be interpreted as directional in nature only.

2SLGBTQIA+ Calgarians



Transportation modes and frequency of use

- 2SLGBTQIA+ Calgarians are more likely to walk daily on dedicated pathways in parks (33% vs. 18%) and along city streets (45% vs. 27%). However, they are less likely to drive a private vehicle daily compared to non-2SLGBTQIA+ Calgarians (56% vs. 70%).

Main/collector roadways

- 2SLGBTQIA+ Calgarians are more likely to be satisfied with the condition of road barriers and fences compared to non-2SLGBTQIA+ Calgarians (62% vs. 45%).

Neighbourhood streets

- 2SLGBTQIA+ Calgarians are more likely to be satisfied with the condition of vehicle bridges (65% vs. 47%), roadway and traffic signs (68% vs. 52%), road barriers and fences (59% vs. 45%) and road and lane markings compared to non-2SLGBTQIA+ Calgarians (45% vs. 39%). However, they are less likely to be satisfied with the condition of crosswalk markings compared to non-2SLGBTQIA+ Calgarians (28% vs. 41%).

Driving a vehicle in Calgary

- 2SLGBTQIA+ Calgarians are more likely to agree that most city streets are very safe to drive on compared to non-2SLGBTQIA+ Calgarians (67% vs. 56%).

2SLGBTQIA+ Calgarians (continued)

City sidewalks

- 2SLGBTQIA+ Calgarians are generally less satisfied with pedestrian-related infrastructure and services, particularly with pedestrian traffic signals (42% vs. 53%). They are less likely to agree that sidewalks (15% vs. 34%) and crosswalks (17% vs. 35%) are accessible for persons with disabilities. They are also more likely to agree that they experience difficulty crossing the street during icy or snowy conditions (39% vs. 31%).
- Additionally, 2SLGBTQIA+ Calgarians are less likely to agree sidewalks in their neighbourhood are well connected to pathways (43% vs. 56%). However, 2SLGBTQIA+ Calgarians are more likely to agree that snow should be removed from walkways between houses (46% vs. 37%). Lastly, 2SLGBTQIA+ Calgarians are less likely to be satisfied with the accessibility of crossing when construction is occurring than non-2SLGBTQIA+ Calgarians (13% vs. 21%).

Walking pathways

- 2SLGBTQIA+ Calgarians are less satisfied with the accessibility of pathways (35% vs. 47% among non-2SLGBTQIA+ Calgarians) and the lighting along them (22% vs. 33%).

Dedicated bikeways

- 2SLGBTQIA+ Calgarians are more likely to bike with separate pathways compared to non-2SLGBTQIA+ Calgarians (76% vs. 61%). They are less likely to agree they feel safer when using dedicated bike lanes compared to those who are non-2SLGBTQIA+ (34% vs. 52%). However, they tend to be less satisfied with traffic signals (36% vs. 47%), pavement markings (25% vs. 45%) and signage (32% vs. 42%) compared to those who do not identify as 2SLGBTQIA+.

Value for money

- 2SLGBTQIA+ Calgarians are more likely to feel they get good value for money in areas like sidewalk maintenance (59% vs. 47%) and street sweeping in spring (72% vs. 59%).

Indigenous residents

Transportation modes and frequency of use

- Indigenous Calgarians are less likely to drive on city streets daily, either as a driver or passenger (59% vs. 73%), and they are also less likely to rely on private vehicles for transportation daily (51% vs. 70%). However, they are more likely to ride a bike every day compared to non-Indigenous residents (15% vs. 4%).

Main/collector roadways

- Indigenous Calgarians are more likely to be satisfied with the time it takes to repair potholes compared to non-Indigenous individuals (22% vs. 12%).

Neighbourhood streets

- Indigenous Calgarians are more likely to be satisfied with the time it takes to repair potholes compared to non-Indigenous individuals (26% vs. 13%).

City sidewalks

- Indigenous Calgarians are less likely to agree The City should remove snow from walkways between houses (22% vs. 37%).

Walking pathways

- Indigenous Calgarians are more likely to be satisfied with snow and ice control on pathways compared to non-Indigenous Calgarians (38% vs. 20%).

Racialized Calgarians

Transportation modes and frequency of use

- Racialized Calgarians are more likely to walk on dedicated pathways along city streets (32% vs. 27%) and cycle on city street pathways daily (8% vs. 4%). They are also more likely to use taxis or rideshares daily (9% vs. 6%) and are less likely to rely on private vehicles (65% vs. 71%). However, they are slightly less likely to find traveling around the city easy compared to non-Racialized individuals (39% vs. 45%).

Main/collector roadways

- Racialized Calgarians are more likely to be satisfied with the overall condition of pavement (31% vs. 25%) and road and lane markings (43% vs. 38%) compared to non-Racialized individuals. However, they are slightly less likely to be satisfied with street light reliability (56% vs. 62%) and brightness (54% vs. 59%).

Neighbourhood streets

- Racialized Calgarians are more likely to be satisfied with the condition of back lanes and alleyways (20% vs. 16%), as well as the time it takes to repair potholes (17% vs. 13%). However, they are less likely to be satisfied with the condition of road barriers and fences (42% vs. 48%), as well as the reliability of street lights (52% vs. 58%).

Driving a vehicle in Calgary

- Racialized Calgarians are more likely to agree that cyclists and pedestrians' needs are prioritized over those of drivers (34% vs. 28%) and that City Council should increase funding for the pavement program (59% vs. 52%). However, they are less likely to agree that most City streets are generally safe to drive on (52% vs. 58%).

Racialized Calgarians (continued)

City sidewalks

- Compared to non-Racialized residents, Racialized Calgarians are generally more satisfied with pedestrian safety in school zones (53% vs. 46%), crosswalk accessibility during construction (23% vs. 19%) and snow and ice control at sidewalk crossings (25% vs. 20%) and pedestrian bridges (30% vs. 24%). They also are more likely to agree The City does a good job providing safe conditions for pedestrians (44% vs. 36%).
- This group tends to agree they have difficulty crossing streets at marked crosswalks during icy or snowy conditions more than non-Racialized Calgarians (34% vs. 29%) and are slightly more likely to encounter challenges accessing transit in winter (23% vs. 18%). Racialized Calgarians are also more likely to agree the City should provide better snow and ice control, especially on walkways between houses (45% vs. 33%). They are less satisfied with street lighting than non-Racialized Calgarians (47% vs. 53%).
- Racialized Calgarians are also less likely to agree there are enough sidewalks in their neighbourhood (71% vs. 78%). Additionally, they are more likely to agree city crosswalks (38% vs. 32%) and sidewalks (39% vs. 29%) are accessible to people who have a disability.

Walking pathways

- Racialized Calgarians are more likely to believe that more neighbourhood pathways should be cleared during the winter (64% vs. 52%) and are more likely to support separate pathways for pedestrians and cyclists (48% vs. 41%). However, they are less satisfied with the condition (48% vs. 57%) and number of pathways in their neighbourhood (57% vs. 64%).

Dedicated bikeways

- Compared to others, Racialized Calgarians are less likely to agree the network of bike lanes, cycle tracks and cycling pathways is well connected (33% vs. 42%).

Value for money

- Compared to non-Racialized residents, Racialized Calgarians are less likely to feel they get good value for money in several City services, including the condition (65% vs. 71%) and maintenance of signs and road markings (57% vs. 64%) and pedestrian bridge maintenance (50% vs. 60%).

Calgarians with a disability

Transportation modes and frequency of use

- Calgarians with a disability are less likely to use sidewalks (37% vs. 50%) or dedicated pathways in parks daily (17% vs. 30%). They are much less likely to drive a private vehicle (41% vs. 72%) than persons without disabilities. Instead, they are more likely to rely on taxis or rideshares for transportation (17% vs. 6%).

Main/collector roadways

- Compared to those without a disability, Calgarians with a disability are less likely to be satisfied with street light reliability (50% vs. 62%) and brightness (43% vs. 60%), the condition of vehicle bridges (39% vs. 53%) and pavement (14% vs. 28%), the condition of road barriers/fences (33% vs. 48%) and road and lane markings (29% vs. 41%).

Neighbourhood streets

- Calgarians with a disability are less likely to be satisfied with street light brightness (41% vs. 56%), traffic signal timing (33% vs. 44%) and the condition of vehicle bridges (34% vs. 49%) and pavement (22% vs. 33%).

Driving a vehicle in Calgary

- Calgarians with a disability are less likely to agree that most city streets are very safe to drive on (46% vs. 57%) and are more likely to be dissatisfied with dedicated bikeways (23% vs. 9%).

Calgarians with a disability (continued)

City sidewalks

- **Calgarians with a disability tend to express lower levels of satisfaction with most pedestrian infrastructure – and are particularly dissatisfied with accessibility and maintenance.** They are less satisfied with pedestrian traffic signals (41% vs. 53%), signage (33% vs. 48%), sidewalk conditions (29% vs. 44%), the condition of pedestrian bridges (28% vs. 44%) and walkways between houses (19% vs. 31%). They are also less likely to be satisfied with pedestrian safety in school zones (36% vs. 50%) and are less likely to agree The City does a good job providing safe conditions for pedestrians (26% vs. 40%).
- Additionally, Calgarians with disabilities are less likely to agree there are enough sidewalks in their neighbourhood (63% vs. 77%) and the sidewalks in their neighbourhood are well connected to pathways (42% vs. 57%). This group is significantly more likely to experience difficulty crossing streets during icy and snowy conditions (48% vs. 29%) and are less likely to be satisfied with snow and ice control on bridges (13% vs. 27%). Furthermore, Calgarians with disabilities are more likely to agree they have difficulty accessing transit bus stops and stations during winter (29% vs. 19%).

Walking pathways

- Compared to others, Calgarians with a disability are less satisfied with the condition of pathways (44% vs. 56% among those without a disability) and are less likely to feel safe when using the pathway network (38% vs. 53%).

Dedicated bikeways

- Calgarians with disabilities are more likely to be dissatisfied with dedicated bikeways (23% vs. 9%).

Lower-income Calgarians (<\$60K/year): Main roadways and neighbourhoods

Transportation modes and frequency of use

- Lower-income Calgarians are more likely to cycle on city pathways daily (8% vs. 4% \$120K+). However, they are less likely to drive a private vehicle every day (47% vs. 73% \$60K-\$119k and 83% \$120K+) and less likely to drive on city streets as a passenger or driver every day (51% vs. 75% \$60K-\$119K and 85% \$120K+). They are also among the most satisfied with how city streets are maintained and operated (31% vs. 18% \$120K+).

Main/collector roadways

- Lower-income Calgarians are more likely to be satisfied with debris and gravel removal (36% vs. 25% \$120K+), pavement condition (35% vs. 21% \$120K+), snow and ice control (27% <\$60K vs. 19% \$120K+), back lanes and alleyways (25% vs. 18% \$60K-\$119K and 15% \$120K+) and pothole repairs (19% vs. 13% \$60K-\$119K and 10% \$120K+). They also tend to be more satisfied with the timing of traffic signals and lights at intersections (47% vs. 37% \$60K-\$119K and 34% \$120K+), as well as with the condition of road and lane markings (47% vs. 35% \$120K+).

Neighbourhood streets

- Lower-income Calgarians are more likely to be satisfied with the pavement condition (39% vs. 31% \$60K-\$119K and 29% \$120K+), gravel and debris removal (33% vs. 21% \$120K+), snow and ice control (16% vs. 10% \$120K+), back lanes and alleyways (22% vs. 16% \$120K+), roadway and traffic signs (61% vs. 53% \$60K-\$119K and 51% \$120K+) and crosswalk markings (44% vs. 37% \$120K+). They are also among those most satisfied with the time it takes to repair potholes on these streets (18% vs 10% \$120K+).

Driving a vehicle in Calgary

- Lower-income Calgarians are more likely to agree the needs of cyclists and pedestrians are prioritized over those of drivers (34% vs. 26% \$120K+). As well, they are more likely to support a small property tax increase to fund mobility improvements (29% vs. 19% \$60K-\$119K and 20% \$120K+).

Lower-income Calgarians (continued)

City sidewalks

- Lower-income Calgarians are generally more satisfied with the condition and maintenance of stairs (36% vs. 28% \$60K-\$119K), as well as snow and ice control on pedestrian bridges (32% vs. 25% \$60K-\$119K and 22% \$120K+) and sidewalk crossings (25% vs. 19% \$120K+).
- This group is also more likely to agree there should be snow removal on walkways between houses (42% vs. 33% \$120K+). They tend to be more satisfied with pedestrian safety in school zones (56% vs. 49% \$60K-\$119K and 43% \$120K) and are more likely to agree that crosswalks (38% vs. 29% \$120K+) and sidewalks (39% vs. 32% \$60K-\$119K and 27% \$120K+) are accessible to people with disabilities.
- Furthermore, they are more likely to agree The City does a good job providing safe conditions for pedestrians (48% vs. 38% \$60K-\$119K and 37% \$120K+). However, they are more likely to agree they have difficulty accessing transit because the area around the bus stop/station is not clear in the winter (26% vs. 12% \$120K+) and are less likely to agree there are enough sidewalks in their neighbourhood (69% <\$60K vs. 78% \$120K+).

Walking pathways

- Lower-income Calgarians tend to be more dissatisfied with the pathways in Calgary (7% vs. 3% \$120K+). This group is also more likely to agree The City should clear more neighbourhood pathways during the winter (67% vs. 48% \$120K+), and pathways for pedestrians should be separate from pathways for cyclists (51% vs. 43% \$60K-\$119K and 36% \$120K+). Furthermore, lower-income Calgarians are less likely to agree there are enough pathways in their neighbourhood (58% vs. 66% \$120K+).

Dedicated bikeways

- Compared to those from higher-income households, low-income Calgarians are more likely to be satisfied with traffic signals (56% vs. 41% \$60K-\$119K) and are more likely to agree snow and ice control is sufficient (30% vs. 18% \$60K-\$119K).

Those born outside Canada

Transportation modes and frequency of use

- Compared to those born in Canada, those born elsewhere are less likely to drive a private vehicle (64% vs. 72%). However, they are more satisfied with how city streets are maintained and operated (32% vs. 19%).

Main/collector roadways

- Those born outside Canada are more likely to be satisfied with traffic signals and light timing (49% vs. 32%), the condition of vehicle bridges (57% vs. 49%), pavement condition (41% vs. 20%) and the condition of back lanes/alleyways (24% vs. 15%). They are also more likely to be satisfied with debris and gravel removal (34% vs. 28%), roadway and traffic signs (57% vs. 52%), crosswalks markings (50% vs. 39%), road and lane markings (50% vs. 35%) and the time it takes to repair potholes (19% vs. 10%).

Neighbourhood streets

- Those born outside Canada are more likely to be satisfied with most elements of these roads, including roadway and traffic signs (57% vs. 52%), timing of traffic signals and lights at intersections (52% vs. 39%), vehicle bridges (52% vs. 46%), pavement condition (41% vs. 27%), gravel and debris removal (33% vs. 23%), back lanes and alleyways (21% vs. 16%), pothole repairs (21% vs. 11%), crosswalk markings (44% vs. 38%) and road and lane markings (43% vs. 36%).

Driving a vehicle in Calgary

- Those born outside Canada are more likely to agree cyclists and pedestrians' needs are prioritized over those of drivers (40% vs. 26%). However, they are less likely to agree traffic congestion is a real problem in Calgary (41% vs. 52%).

Dedicated bikeways

- Those born outside Canada are more likely to be satisfied with traffic signals (50% vs. 42%) and less likely to agree the network of bike lanes, cycle tracks and cycling pathways is well connected (32% vs. 44%).

Those born outside of Canada (continued)

City sidewalks

- Those born outside of Canada are generally more satisfied with most aspects of pedestrian infrastructure. This includes traffic signals for pedestrians (62% vs. 48%), signage (52% vs. 45%), street lighting (55% vs. 49%) and the condition and maintenance of stairs (37% vs. 28%) and walkways between houses (37% vs. 27%).
- They tend to agree the City does a good job of providing safe conditions for pedestrians (49% vs. 34%) and are more likely to agree The City should remove snow from walkways between houses (50% vs. 31%).
- Those born outside Canada are also more likely to agree crosswalks (39% vs. 31%) and sidewalks (39% vs. 29%) are accessible to people with disabilities. This group, however, tends to experience more difficulty crossing the street at marked crosswalks during icy and snowy conditions (36% vs. 28%) and accessing transit areas in winter due to bus stops/stations not being clear (25% vs. 17%).
- They tend to be more satisfied with pedestrian safety in school zones (57% vs. 45%), the accessibility of crossings when there is construction (27% vs. 17%), snow and ice control on pedestrian bridges (34% vs. 22%), marked crosswalks (28% vs. 24%) and sidewalk crossings (26% vs. 18%). They are less likely to agree there are enough sidewalks in their neighbourhood (70% vs. 78%).

Walking pathways

- Those born outside of Canada are more likely to be satisfied with pathway lighting compared to those born in Canada (41% vs. 27%). Furthermore, those born outside of Canada are more likely to agree they feel safe when using the pathway network (55% vs. 50%). They are also more likely to agree The City should clear more neighbourhood pathways during the winter (67% vs. 50%). They are also more likely to support separate pathways for pedestrians and cyclists compared to those born in Canada (51% vs. 39%). However, they are less likely to agree there are enough pathways in their neighbourhood (58% vs. 64%).

Value for money

- Those born outside Canada are more likely to feel they get good value for money on several attributes of mobility, including sidewalk maintenance (52% vs. 46%), roadway maintenance (47% vs. 36%) and pedestrian safety (59% vs. 54%). They tend to report higher satisfaction with these services compared to their Canadian-born counterparts.

Younger Calgarians aged 18-34

Transportation modes and frequency of use

- Young adults are less likely to find traveling around the city easy (40% vs. 50% 55+), yet more likely to walk every day on sidewalks on city streets (53% vs. 41% 55+) and dedicated pathways in parks (25% vs. 17% 35-54 and 15% 55+) and along city streets (36% vs. 21% 55+). They are less likely to drive their own vehicle (64% vs. 79% 35-54), yet more likely to ride as a passenger in a taxi or rideshare vehicle compared to older Calgarians (9% vs. 5% 55+).

Main/collector roadways

- Young adults are more likely to be satisfied with streetlight brightness (67% vs. 55% 35-54 and 50% 55+), traffic signal timing (43% vs. 34% 35-54 and 36% 55+), the condition of vehicle bridges (60% vs. 49% 35-54 and 45% 55+), gravel and debris removal (34% vs. 26% 35-54), overall pavement condition (33% vs. 25% 35-54 and 21% 55+), quality of roadway and traffic signs (58% vs. 48% 55+), condition of road barriers and fences (57% vs. 45% 35-54 and 37% 55+), condition of crosswalk markings (49% vs. 36% 35-54) and the condition of road and lane markings (46% vs. 38% 35-54 and 33% 55+). They are also more likely to be satisfied with snow and ice control (25% vs. 20% 35-54).

Neighbourhood streets

- Young adults are more likely to be satisfied with streetlight brightness (60% vs. 53% 35-54 and 48% 55+), timing of traffic signals and lights (47% vs. 40% 35-54), vehicle bridges (57% vs. 45% 35-54 and 41% 55+), overall condition of the pavement (38% vs. 30% 35-54 and 27% 55+), timing to repair potholes (17% vs. 11% 55+), quality of roadway and traffic signs (60% vs. 52% 35-54 and 49% 55+), condition of road barriers and fences (54% vs. 37% 55+) and the condition of road and lane markings (46% vs. 36% 35-54 and 33% 55+).

Driving a vehicle in Calgary

- Young Calgarians are less likely to agree The City should find the money to improve roadways within the existing budget (53% vs. 63% 35-54 and 62% 55+).

Dedicated bikeways

- Young Calgarians are more likely to agree they feel safer with bike lanes separated by barriers from the road (72% vs. 54% 55+). They are also more likely to agree they would bike with separate pathways compared to older Calgarians (66% vs. 51% 55+). They also tend to be less dissatisfied with sidewalk conditions compared to older Calgarians (6% vs. 13% 55+) and are less likely to agree the network of bike lanes, cycle tracks and cycling pathways is well connected (34% vs. 49% 55+).

Young Calgarians aged 18-34 (continued)

City sidewalks

- Young Calgarians tend to express higher satisfaction with pedestrian infrastructure such as street lighting (55% vs. 48% 35-54), signage for pedestrians (51% vs. 44% 35-54), the condition of sidewalks (49% vs. 40% each 35-54 and 55+), the condition and maintenance of stairs (35% vs. 27% 55+) and the condition and maintenance of walkways between houses (38% vs. 25% 35-54 and 27% 55+).
- This group is more likely to agree the City does a good job providing safe conditions for pedestrians (43% vs. 37% 35-54). They are also more likely to be satisfied with pedestrian safety in school zones (55% vs. 43% 35-54) and with snow and ice control on pedestrian bridges (30% vs. 24% 35-54 and 23% 55+).

Walking pathways

- Young Calgarians are more likely to agree the City should clear more neighbourhood pathways during the winter compared to older age groups (64% vs. 53% 35-54 and 49% 55+). However, they are less likely to be satisfied with accessibility (40% vs. 48% 35-54 and 51% 55+) and the number of pathways (58% vs. 66% 55+) in their neighbourhood. They are also less likely to believe cyclists are not considerate of pedestrians on shared pathways (30% vs. 37% 55+).

Value for money

- Young Calgarians are more likely to feel they get good value for money in areas such as pedestrian safety (59% vs. 52% 35-54) and roadway maintenance (44% vs. 36% 35-54). However, they are less satisfied with the value for street sweeping in the spring (60% vs. 67% 55+).

Older Calgarians aged 55+ years old

Transportation modes and frequency of use

- Older Calgarians are more likely to find traveling around the city easy (50% vs. 40% 18-34 and 41% 35-54) but are less likely to walk on sidewalks (41% vs. 53% 18-34 and 50% 35-54) or dedicated pathways in parks (15% vs. 25% 18-34 and 17% 35-54) and along city streets (36% vs. 21% 55+) every day. They are also less likely to ride in a taxi or rideshare vehicle daily (5% vs. 9% 18-34), as well as drive on their own (62% vs. 79% 35-54).

Thoughts on main/collector roadways

- Older Calgarians are less likely to be satisfied with timing of traffic signals and lights (36% vs. 43% 18-34), streetlight brightness (50% vs. 67% 18-34), condition of vehicle bridges (45% vs. 60% 18-34), the overall condition of the pavement (21% vs. 33% 18-34), as well as the condition of road barriers and fences (37% vs. 57% 18-34 and 45% 35-54) compared to younger individuals. They also tend to be less satisfied with the quality of roadway and traffic signs (48% vs. 58% 18-34), and with road and lane markings (33% vs. 46% 18-34), yet more satisfied with crosswalk markings (43% vs. 36% 35-54) compared to younger residents.

Thoughts on neighbourhood streets

- Older Calgarians are less likely to be satisfied with streetlight brightness (48% vs. 60% 18-34), the condition of vehicle bridges (41% vs. 57% 18-34), the overall condition of the pavement (27% vs. 38% 18-34), as well as the condition of road barriers and fences (37% vs. 54% 18-34) compared to younger residents. They are also less satisfied with the time it takes to repair potholes (11% vs. 17% 18-34) and the quality of roadway and traffic signs on neighbourhood streets (49% vs. 60% 18-34). Additionally, older Calgarians tend to be less satisfied with the condition of road and lane markings (33% vs. 46% 18-34) in their neighbourhoods compared to younger residents.

Driving a vehicle in Calgary

- Older Calgarians are more likely to agree The City should find the money to improve roadways within the existing budget (62% vs. 53% 18-34). However, they are less likely to agree traffic congestion is a real problem in Calgary (44% vs. 51% 35-54 and 50% 18-34).

Older Calgarians aged 55+ years old (continued)

Dedicated bikeways

- Older Calgarians are more likely to agree the network of bike lanes, cycle tracks and cycling pathways is well connected compared to younger Calgarians (49% vs. 34% 18-34). They are also more likely to be dissatisfied with the condition of sidewalks (13% vs. 6% 18-34). However, older Calgarians are less likely to feel safer with bike lanes separated by barriers from the road (54% vs. 72% 18-34). Additionally, they are less likely to bike with separate pathways compared to younger individuals (51% vs. 66% 18-34 and 65% 35-54).

City sidewalks

- Older Calgarians are generally less satisfied with pedestrian-related services and infrastructure, particularly the condition and maintenance of stairs (27% vs. 35% 18-34), the overall condition of the sidewalks (40% vs. 49% 18-34) and the condition and maintenance of walkways between houses (27% vs. 38% 18-34). This group is also less likely to be satisfied with the snow and ice control on pedestrian bridges (23% vs. 30% 18-34). However, older Calgarians are more likely to be satisfied with pedestrian safety in school zones (50% vs. 43% 35-54).

Walking pathways

- Older Calgarians are more likely to be satisfied with accessibility (51% vs. 40% 18-34) and they agree there are enough pathways in their neighbourhood compared to younger adults (66% vs. 58% 18-34). They are also more likely to agree cyclists are not considerate of pedestrians on shared pathways (37% vs. 30% 18-34). However, older Calgarians are less likely to agree The City should clear more neighbourhood pathways during the winter (49% vs. 64% 18-34).

Value for money

- Older Calgarians are more likely to feel they get good value for their money for street sweeping in spring (67% vs. 60% 18-34 and 55% 35-54).



Respondent profile



Respondent profile

| Gender | |
|--------|-----|
| Female | 50% |
| Male | 50% |
| Other | 1% |

| Born in Canada | |
|----------------|-----|
| Yes | 68% |
| No | 32% |

| Age | |
|-------------|-----|
| 18 to 24 | 11% |
| 25 to 34 | 22% |
| 35 to 44 | 19% |
| 45 to 54 | 20% |
| 55 to 64 | 10% |
| 65 or older | 18% |

| 2SLGBTQIA+ | |
|------------|-----|
| (NET*) Yes | 11% |
| No | 89% |

| City Quadrant | |
|---------------|-----|
| Northwest | 28% |
| Northeast | 19% |
| Southwest | 28% |
| Southeast | 25% |

| Income | |
|-------------------------|-----|
| Less than \$30,000 | 10% |
| \$30,000 to <\$60,000 | 15% |
| \$60,000 to <\$90,000 | 21% |
| \$90,000 to <\$120,000 | 18% |
| \$120,000 to <\$150,000 | 9% |
| \$150,000 or more | 27% |

| House status | |
|--------------|-----|
| Own | 71% |
| Rent | 29% |

| Years lived in Calgary | |
|------------------------|-----|
| <10 years | 17% |
| 10-19 years | 19% |
| 20-29 years | 23% |
| 30-49 years | 27% |
| 50 or more | 13% |

| Indigenous | |
|------------|-----|
| Yes | 3% |
| No | 97% |

| Racialized | |
|------------|-----|
| Yes | 28% |
| No | 72% |

| Disability | |
|-------------|-----|
| (NET**) Yes | 14% |
| No | 86% |

| Children at Home | |
|------------------|-----|
| Yes | 36% |
| No | 64% |

* Includes Calgarians who personally have a disability and those who reported a household member with a disability.
 **Includes Calgarians who personally identify as 2SLGBTQIA+ and those who reported a household member identifying as 2SLGBTQIA+.